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The Hongkong Telegraph

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July 21, 1917. Temperature 6 a.m. 79 2 p.m. 79
Humidity 79

July 21, 1917. Temperature 6 a.m. 79 2 p.m. 83
Humidity 90 84

WEATHER FORECAST
RAID
Barometer 30.25

7713 日三初月大

SATURDAY, JULY 21, 1917.

六拜禮 號一廿月七年七英

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TELEGRAMS.

[Reuter's Service to The "Telegraph."]

THE TROUBLES IN RUSSIA.

More Evidence of German Intrigue.

London, July 20.

Reuter's correspondent at Petrograd says that strings of arrested soldiers, sailors and swordsmen, with numbers of machine guns, rifles, etc. were brought to the Petrograd Staff Headquarters on Wednesday.

A search of the offices of the Leninist newspaper, *Pravda*, resulted in the discovery of a letter from a German Baron at Haparanda wishing the Maximists success and expressing conviction in a German victory, but advising the Maximists to do their utmost to hasten peace. Subsequently, wounded soldiers raided the *Pravda* offices and destroyed copies of the paper.

The military at Pavlovsk have arrested Madame Simonson for being a suspected German agent.

Various units have arrived from the front to support the Government.

The crowd thrashed some anarchists, who fled from the offices of the *Novoe Vremya* on hearing the troops coming.

M. Perevesski resigned because he insisted on publishing the Lenin revelations, despite a protest by the Executive of the Soldiers' and Workmen's Delegates.

To Prevent a Civil War.

London, July 20.

Reuter's correspondent at Petrograd says that the Kieff and Ukraine National Assembly and the Soldiers' and Workmen's Delegates have telegraphed to the Provisional Government assuring it of support against attempts to create a civil war.

Government troops forced rebels to evacuate the fortress of St. Peter and St. Paul, part of which they had seized.

The Finnish Diet has passed a Bill for autonomy for Finland, rejecting an amendment that the Bill should first be submitted to the Provisional Government.

A Demonstration in Warsaw.

London, July 20.

According to a message from Zurich, a street demonstration at Warsaw, protesting against German arbitrariness, resulted in the military firing on the crowd.

Coal miners at Dombrowa struck owing to the insufficiency of food and clothing.

A number of Polish Legionnaires have been interned. They refused to take oath of allegiance to the future King of Poland and the German and Austrian Allies.

BRITAIN'S AEROPLANE SUPPLY.

A Vast Scheme of Production.

London, July 20.

The *Daily Mail* publishes a general outline of the Air Board's plans of aeroplane construction, which the journal declares will at length be organized on a scale commensurate with the shell production after Mr. Lloyd-George's campaign two years ago. It says that there has been a vast concentration of manufacturing energy for this purpose, a process of amalgamation securing large works employing thousands instead of hundreds. The Board has spent six months in eliminating inferior designs, in searching for materials, and in placing contracts for supplies two years ahead, meanwhile maintaining supplies of aeroplanes on every front. Nothing has been heard outside of this great task now successfully accomplished. So vast are the requirements of our air fleet that for a whole year the output of Handley Page was insufficient to meet the requirements in this great effort. The United States and Canada will take an important part in supplying raw material, and the only doubt is whether the manhood of this country is equal to the task.

SPANISH AFFAIRS.

Dissolution of Catalan Parliament.

London, July 20.

According to Reuter's correspondent at Madrid, the Minister of Interior states that the Governor of Barcelona has dissolved the Catalan Parliament, which, after vain attempts to secure a meeting place, assembled in the Club of Fine Arts. The Governor personally requested the members to leave individually, which they did quietly.

Trouble at Other Centres.

Later.

According to Reuter's correspondent at Madrid, the Minister of Interior, in his statement, said that Barcelona was quiet and work was proceeding. The populace was not excited by the meeting of the Catalan Parliament. The railwaymen at Valencia and Castellon struck early in the morning but reconsidered their decision and resumed work. Subsequently reports were received of the derailment of a passenger train near Saragosa by a collision at Ospepe Station, between Madrid and Barcelona, and a collision on the Northern Railway at Valencia, all interrupting communications.

GERMANY'S NEW CHANCELLOR.

His Views on Submarine Warfare.

London, July 20.

Reuter's correspondent at Copenhagen says that Dr. Michaelis, in the Reichstag, eulogized Herr von Bethmann Hollweg, and repeated the latter's arguments about Germany being forced to war by the Russian mobilization. Submarine warfare was not contrary to international law. England has found this weapon into our hands, an illegal blockade, and we must use it to destroy the

TELEGRAMS.

[Reuter's Service to The "Telegraph."]

THE BATTLES IN THE WEST.

How the Germans Were Surprised.

London, July 20.

Reuter's correspondent at French Headquarters, describing the French success of July 17, says that prisoners tell of the greatest confusion caused by the lightning dash of the poilus, who reduced the enemy's third line before they knew the first had been captured. The French are now established three hundred yards down the northern slope in ground which the Germans held before June 23, and now dominate better than ever the German positions. The victory was gained with singularly low casualties.

Enemy Artillery More Active.

London, July 20.

Field-Marshal Sir Douglas Haig reports:—We successfully raided at Gavrelle, to the north of Ypres.

Enemy artillery is more active to the north-west of St. Quentin and south-west of Lens.

THE CAPTURE OF GERMAN MERCHANTMEN.

London, July 20.

Reuter's correspondent at The Hague says it is officially announced that the attack by British destroyers on German merchantmen on July 17 took place in Dutch territorial waters.

EARLIER TELEGRAMS.

UNSETTLED RUSSIA.

Hopes of Better Days.

London, July 19.

Reuter's correspondent at Petrograd, telegraphing on the 19th, says it is estimated that there were five hundred casualties during the last two days.

Yesterday, although the majority of banks and business houses were closed and the trams were not working, there was a great improvement in the situation and there is good reason for hoping that the Maximists, whose plans included the arrest of members of the Provisional Government and the rifling of the State treasury and private banks, have for the present shot their bolt. The military arrested the peace disturbers and the appearance of Cossack patrols has largely restored confidence.

Kieff Arsenal Seized.

Petrograd, July 20.

Five thousand Ukraine soldiers seized Kieff arsenal, but in consequence of prompt Government measures they have now evacuated it and order has been restored.

The Minister of Justice, M. Perevesski, has resigned.

RESTORATION IN GREECE.

Athens, July 19.

The Allies have notified Greece that the Greek light fleet will be restored in a few days.

Athens, July 20.

The British Government has notified Greece of the withdrawal of its forces from Thessalon.

BRITAIN AND DUTCH SHIPPING.

Amsterdam, July 20.

The British Government has declared its readiness to leave a safe passage in order to enable Dutch shipping to continue to enter the original so-called safe channel granted by Germany.

SIR ERIC GEDDES, P.C.

London, July 19.

The Press Bureau announces that Sir Eric Campbell Geddes has been appointed to the Privy Council.

GERMAN ATTACK IN GALICIA.

London, July 19.

A wireless German official message says: Challenged by a Russian offensive despite their peace assertions, we counter-attacked in Eastern Galicia piercing the Russian positions eastward of Zloczow on a wide front.

FRENCH SHIPPING RETURNS.

Paris, July 20.

During the week ended 15th July the arrivals at French ports were 1,037 vessels and the sailings 1,028. The sinkings comprised three above and two below sixteen hundred tons. Four vessels were unsuccessfully attacked.

A MESOPOTAMIAN ADVANCE.

London, July 19.

An official message from Mesopotamia states: We engaged the Turks in the direction of Ramadiah on the Euphrates and inflicted considerable losses. We have advanced 15 miles on the Euphrates in the last few days, but extreme heat has prevented further advance.

TELEGRAMS.

[Reuter's Service to the "Telegraph."]

THE WESTERN FRONT.

A Brilliant French Operation.

London, July 19.

Reuter's correspondent at French Headquarters describes the French success on the 17th inst. on the right bank of the Meuse as a brilliant example of perfectly staged infantry operation. The objective was to recover the flat-topped saddle between Hill 304 and Avocourt Wood lost on 23rd June. The exact position and capacity of every enemy gun was known to the French, who bombarded furiously for many days reducing the German companies who lost fifty per centum on the 23rd June to from 50 to 80 rifles despite reinforcements. The weather thence postponed the attack and the Germans believing it would not materialize were relieving the exhausted survivors when the French, following a hurricane bombardment with five hundred guns on a front of a mile and half, assaulted.

Furious German Attack.

London, July 20.

A French communique says: Artillery is particularly active between the Somme and the Aisne. The Germans south of St. Quentin re-attacked against Hill Moulineux-touvent, which completely failed. Succeeding a long and extremely violent bombardment the enemy attacked our positions from north-east of Croonne to the east of Hurtheise, throwing into the struggle the Fifth Division of the Guard, which swept forward in thick waves at several points. The attack completely failed on two flanks and only succeeded in reaching elements of our first line trenches in the centre, where counter-attacks were stopped after inflicting the heaviest enemy losses.

The British Again Attack.

London, July 20.

Field Marshal Sir Douglas Haig reports: Under cover of a heavy bombardment to which we replied vigorously, the enemy re-attacked this morning southward of Lomhardy and reached our line on only a small portion of our front. Counter-attacks immediately drove out those entering our trenches. The enemy's raids last night westward of Cherisy were pressed with great determination and strongly supported by artillery, but the raiders everywhere failed to reach our lines.

PROGRESS IN EAST AFRICA.

London, July 19.

An official message from East Africa says: We continued our encircling movement southward and south-westward of Kilwa, reaching within a mile and a half of Mts. Kilwa after cutting a road through dense bush. We drove out the enemy from strongly-defended positions on the Rupa River. Our columns are now moving towards Fakara, Mpepos and Mahenge. The entire enemy force in the Songea area has been driven towards Mahenge. In co-operation with the Portuguese we occupied Mwanbe and pursued the enemy for thirty miles north-eastward.

"MORE LIGHT!"

The Significance of M. Ribot's Speech.

Paris, May 24.—All those who attended the first meeting of the Chamber on Tuesday last were greatly impressed by the Prime Minister's speech. It is true that French deputies are prone to attaching an undue importance to mere oratory. Many of them have still to learn that political wisdom consists mainly in resisting the deceitful power of words. But M. Ribot's success was due to something better than eloquence. Unless we are all mistaken, what appeared through a speech which touched upon all topics of the hour, internal as well as foreign, was the will to react to a new method of government, the very method the country has been for a long time advocating in the secret of its heart.

What this secret wish was can be easily understood by those who know why it is that Mr. Lloyd George is so popular in France. The English Prime Minister is apparently not afraid to take the nation into his confidence. Now, this is precisely what the French have hoped the whole time, that their own Government would dare to do. While acknowledging that their rulers were usually doing their best to win this war, they objected to being treated like babies. They suspected their own statements of sinking selling the nation when they were better than medicine had to be swallowed. They wondered whether France's foreign policy in recent years was not a series of blunders.

seriously dissatisfied with the principles publicly laid down. When reasoning came, it was obvious that devices were adopted and altered without the public having ever had any notice of what was to be done. The secret debates of both Houses did not remove these suspicions. People became only more angry for not being told what was going on inside what they were pleased to call the official melting pot.

Now it is precisely this obsolete Governmental method which M. Ribot seems to have openly condemned the other day. However important some of his utterances about Russia and peace terms may have been, one thing only has stood out for the public, and that is the repeated announcement that from now onwards the nation shall be better informed of its own affairs. The great number of outstanding interpellations concerning military operations seemed to involve the necessity of another protracted secret debate. The Prime Minister was wise enough to state that secret debates ought to be confined to minor technical questions, and that, in his opinion, all matters of general policy must be debated publicly. Soon after, he had to deal with the difficulty, common to all the belligerents, of food rationing, and did not hesitate to acknowledge the easiness of measures which have not been properly explained to the consumer. Then, again, he was bold enough, when defining his foreign policy, to make the indirect but perfectly definite promise, never to allow himself to be involved in secret negotiations.

It is to the French public a great relief to think that the Government has decided to be frank and to explain its policy. It is a common mistake to suppose that the French are somewhat indifferent to the moral standard of their political leaders. The truth is that the French nation cares for responsibility just as much as any other. It has suffered a certain moral crisis because it could not help itself. It is to the French public a great relief to think that the Government has decided to be frank and to explain its policy. It is a common mistake to suppose that the French are somewhat indifferent to the moral standard of their political leaders. The truth is that the French nation cares for responsibility just as much as any other. It has suffered a certain moral crisis because it could not help itself.

DON'T FORGET

TU-DAY.

"The Games" at the Victoria Theatre—9.15 p.m.
Sijon Theatre—9.15 p.m.
New Hongkong Cinema—graph—9.15 p.m.

TO-MORROW.

Victoria Theatre—9.15 p.m.
Sijon Theatre—9.15 p.m.
New Hongkong Cinema—graph—9.15 p.m.

Tuesday, July 31.

United Asbestos Oriental Agency Ltd., Meeting of Shareholders at the Office of Messrs. Dodwell & Co. Ltd.—11.30 a.m.

Monday, Aug. 13.

Hongkong Cotton Spinning, Weaving and Dyeing Co., Ltd., Extraordinary General Meeting at the Office of Messrs. Jardine Matheson & Co., Ltd.—Noon.

Socialists as well as the rest of the House with him. Here, for the first time, was a statesman who apparently realized that the French nation had come of age long ago.

What are the reasons for this wonderful change? I derive the English example has something to do with it. You cannot have for very long a country which is candidly told what it must expect and do, and close by a sister democracy which is denied the right to hear the most elementary truth. But the main credit for the change is certainly due to M. Ribot himself. Just as Thiers became in his old age more progressive than he used to be under Louis-Philippe, so M. Ribot seems to understand better than he ever did in his youth the moral requirements of the time. His close association with one of the best representatives of the younger generation, M. Painlevé, is in this respect quite a striking fact. It was illustrated by the frank confession he made of some of the recent military failures, which the reorganization of the high command was designed to meet. It was even more apparent in the general tone of his speech. The new policy, which everybody hopes will endure, is a result of the alliance between an old man, who went through the trial of 1870, and one who was young enough to be educated by the present war.

It would be hard to predict whether this combination between youth and old age is likely to last for very long, for the sole reason that the responsibility of power, in times such as these, is very heavy on an old man's shoulders. M. Ribot, however, is exhibiting such wonderful vigour that it may reasonably be hoped that the rising generation will have time to complete their political training under his guidance. As for the present parliamentary situation of the Cabinet, there is no doubt that it is even stronger than it was at the outset. Such criticism as may be directed against some members of the Cabinet is not aimed at the Cabinet itself. M. Ribot may be faced with the necessity of changing a few men, but he will remain the master of the situation as long as he abides by the programme of action he has just defined.

Last, but not least, his personal ascendancy is due to the fact that he has never been accused by his worst enemies of being a mere politician. There has long been an erroneous impression abroad that the French are somewhat indifferent to the moral standard of their political leaders. The truth is that the French nation cares for responsibility just as much as any other. It has suffered a certain moral crisis because it could not help itself. It is to the French public a great relief to think that the Government has decided to be frank and to explain its policy. It is a common mistake to suppose that the French are somewhat indifferent to the moral standard of their political leaders. The truth is that the French nation cares for responsibility just as much as any other. It has suffered a certain moral crisis because it could not help itself.

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GENERAL NEWS.

Austria's War Debts.
At the end of 1916 the war debts of Austria (without Hungary) amounted to 31,530,000,000 kronen (nearly \$1,308,000,000 at pre-war rates), being an increase of 6,318,000,000 kronen (\$252,900,000) since the end of June, 1916.

Hearts of Oak
Nearly 5,000 members of the Hearts of Oak Benefit Society have fallen in the war and 72,000 members and 458 of the staff are in the service. If the present excessive death-rate continues, it was stated at the annual meeting of delegates recently, an increase of contributions will become necessary.

Keen to be a Soldier.
After receiving his discharge in Australia, a young man named William Fielding, being still anxious to join the Army, stowed himself away on a cargo boat and returned to England. On Salisbury Plain he found some friends who fitted him out with a Colonial uniform, but at Andover Sessions he was sentenced to a month's imprisonment for impersonating a soldier. Distinguished Woman Scientist.

Miss Sarah Martha Baker, D.Sc., F.L.S., only daughter of Mr. George Samuel Baker, who died recently at the early age of 30, was a graduate of University College, Gower-street, with which she had been associated as student and lecturer for the past 10 years. She held a Queen's lectureship in botany, and had studied chemistry abroad and under Sir William Ramsay. Her chief interest was botanical chemistry, and her original work led to her election as a Fellow of the Linnean Society five years ago. She had written in all about a dozen papers dealing with chemistry of botany. Highly gifted and highly strung, she threw herself into her work with the same energy that she had shown in her studies, and became a member of the V.A.D. formed at University College. Her death was due to overwork.

The Late Capt. Shakespear.
Captain Hastings F. Shakespear, R.N., who died suddenly at Shrewsbury recently, retired from the command of his ship in 1911, but returned shortly after the outbreak of war. He passed out of the Britannia in 1883, and in the first twenty years of his service spent much time abroad, his appointments including the Plover in China and the Hood in the Mediterranean, while in 1896 he returned to the Far East to command the destroyer Hare. While commanding the Hare on the Cape Station he was mentioned in despatches in connection with the Gambia Expedition of 1900, and in the same year was awarded the Humane Society's bronze medal for jumping overboard to the rescue of a seaman in the Limpopo River. In 1901 he was landed in command of a company of the Central Africa Regiment for service in Gambia.

£10,000 Jewel Robbery.
A daring jewel robbery took place at the Carlton Hotel, London, last month, the thieves getting away with about £10,000 worth of valuables. The jewelry was in two locked cabinets, on the right-hand side of the vestibule at the Pall-mall entrance to the hotel, and was the property of Messrs. Mappin and Webb. Mr. H. Metcalfe, the general manager of the firm, informed a representative of the Daily Telegraph that the articles in the cases consisted of pendants, brooches and rings, and handbags, all set with the finest diamonds, pearls, emeralds, and sapphires. The most expensive article taken would run into some thousands of pounds. The thief or thieves, who were probably disturbed, judging by the particularly valuable ornaments that were found on the ground, were evidently not very expert at their work, and left behind a diamond pendant of great value. About £10,000 worth of jewellery was taken, but articles amounting to a similar value were found on the floor. The cases had not been forced open, but the glass had been smashed. The robbery was discovered about mid-night by an officer of the Metropolitan Police, who informed the hotel and the property was recovered.

NOTICES.

Russian General's Call to Duty.

Over 200 members were present at the opening of the Congress of Military Delegates from the Rumanian front. General Sticherbatcheff, Russian Commander on the Rumanian front, in the course of his opening address said:—The watchword of "Peace without annexations and indemnities," is highly moral, but it cannot alter the procedure of war. It can only be put into effect at the eventual peace conference, and not by the armies in the trenches. Whosoever sincerely desires peace ought to help to bring about a victory, especially at the present juncture, after the Revolution, when victory is essential in order that we may not be robbed of the liberty which we have conquered. The country is in danger. Let us help it. Know that never were we so strong as now, and that never was the enemy so weak as at the present time. I am telling you the truth, and I call on you to undertake a vigorous offensive, but for that a high warlike spirit and strict military discipline must be completely restored. The General's remarks were received with loud and prolonged applause.

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Business correspondence should be sent to the Manager.

Cable Address: Telegraph, Hongkong.

Telephone: No. 1 A.B.C., 5th edition. Western Union
Office address: "11, Ice House St.

DEATH.

HUTCHINSON.—On Friday, 20th July, H. L. Hutchinson, of the South British Insurance Co., Ltd. By cable from Shanghai.

The Hongkong Telegraph.

HONGKONG, SATURDAY, JULY 21, 1917.

CHINA COAST TYPHOON SIGNALS.

In the current issue of our Shanghai contemporary, *Shipping and Engineering*, we note that the local typhoon signals, which came into force in Hongkong on the 1st inst., are reproduced and a leading article is published under the heading of "China Coast Typhoon Signals." In it several remarks of a thoroughly practical character are made with some of which, we are heartily in agreement. The journal animadvertes upon the "sudden issue" of the Hongkong non-local code, doing so chiefly on the ground that it "obviously puts a spoke in the wheel of the adoption of a uniform code." In the course of the argument, the writer refers to the fact that about 1913 a Conference was held in Tokyo for the purpose of considering an improved and uniform Storm Signal Code for the Far East. What was aimed at was, primarily, provision for a uniform code and, secondly, a code that gave a more exact indication of the centre of a typhoon than is provided for by the present code. The Conference failed and no uniform code was adopted, upon which Japan took independent action and adopted a code for herself. It would appear that this is precisely what the Hongkong Observatory authorities have just done in issuing their new code. And it would also seem that, in deeming it advisable to have a new code of signals, Hongkong Observatory authorities had concluded that, meantime at any rate, they had better act independently. It cannot be doubted, we are inclined to think, that the Hongkong Observatory officials are aware of the advantages to be derived from a uniform code, and probably would not even yet be averse to co-operating with Sincowei Observatory or other similar institutions with a view to the attainment of this object.

From the article in question it seems that between Sincowei and Hongkong there has been somewhat of a difference regarding a certain technical point, namely, as to the inclusion or non-inclusion of "velocity signals," and possibly this, likewise, has caused the Hongkong Observatory officials to act as they have done. Our contemporary says:—"Mariners have looked forward during the past few years to the institution of a new and uniform code for the entire Far East, following upon the successful adoption of a uniform set of call flags for all ports, but Japan broke away from the idea and instituted its own code, which from its nature is not adopted to include the whole of the Far Eastern area, but it was hoped to establish a new uniform code for China, Hongkong, Annam and Manila." It will thus be seen that, more in sorrow than in anger, *Shipping and Engineering* laments the appearance at present of Hongkong's new code. While we do not profess to have technical knowledge of the point under discussion, and while we are inclined to agree heartily with our contemporary's view that in this matter uniformity is desirable, we must say that the new code issued by the Hongkong Observatory is generally believed, by those most competent to judge, to be a considerable improvement on its predecessor. "It is," says our contemporary, "improbable that it will be acceptable to the authorities of the China Coast storm signal stations, nor is it, owing to the inclusion of the velocity signals and the inclusion of the radius signals, acceptable to the majority of seamen of experience on the coast." In these circumstances it is difficult to imagine a justification for its issue. The justification, it seems to us, lies in the fact that there appears to have been no desire expressed for a uniform system being adopted at present. Our contemporary dolefully adds:—"It is probable that Sincowei and the Marine Department here (Shanghai) will issue their own code to add to the confusion unless pressure can be brought to bear by means of Chambers of Commerce to oblige the Hongkong Observatory to adopt it also."

From the excerpts which we have quoted—and but for the length of the article we should have reproduced it in *extenso*—it will be seen that *Shipping and Engineering* deals with the subject in an able and interesting manner, expressing its views of Hongkong's new signal code with refreshing candour. We would commend the article in its entirety to all interested in the subject, especially in the seafaring community.

An Educational Matter.

We have been able to gather a little further information concerning the unfortunate circumstance which is delaying the holding of the Oxford Preliminary examination, upon which we commented in this column on Thursday. The precaution appears to have been taken to send out duplicate sets of papers, and, whilst the first batch has been unfortunately lost, it is hoped that the second parcel will soon arrive. The examination was fixed to begin on Monday last, and the trouble now is to get into touch with the candidates, owing to the occurrence of the summer holidays. However, the Local Secretary hopes to be able to solve this part of the difficulty, in co-operation with the head teachers of the various schools. If that is done, and the duplicate papers safely arrive, then there will be little ground for regret, for the delay will not have been very great. If, however, it should be found impossible to hold the examination under these circumstances, we trust that some effort will be made to see what can be done in the way of arranging a substituted scheme on the lines suggested by us on Thursday. Everything would depend on what the Delegates at Oxford think of the idea, but, if it came to the point, surely a cable could be sent Home explaining the unusual circumstances and asking for the views of those concerned. To postpone the examination for a year would be very hard on those scholars who have been for so long preparing themselves for it.

Field Glasses.

We feel sure that residents of Hongkong who may happen to possess spare field-glasses, will not allow the renewed appeal by Lady Roberts to go unheeded. The movement, originally started by the late ever-to-be-remembered "Bobs," has been of the utmost value to the nation, our officers at the Front having secured thereby no fewer than 27,000 glasses. But the need for keeping up a continuous supply becomes more insistent as time goes on, especially as our armies push forward and are able to engage the enemy in more open country. We are told that many binoculars have been lost in the recent advances, besides which it must be borne in mind that our armies are continually growing in size, thereby still further enhancing the demand for field-glasses for our officers. The assurance is given us that every good glass handed over to the Fund means the saving of gallant lives, and that fact should surely induce those who cannot take an active part in the war to render what help they can in this direction. Hongkong has already contributed quite a number of glasses of various types, but we have no doubt that there are still those who could assist the Fund.

Well Done, Canton!

Mention of war efforts reminds us of the steady loyalty and generosity being shown by the little British community at Canton in liberally assisting the various war charities. Every now and again we publish lists showing what Britishers in the adjacent Chinese port are doing, and that which appeared in our issue of Thursday was most gratifying, showing, as it did, that a sum of over £400 had been sent Home during the past two and a half months. What strikes us most, aside from the manifest generosity of the subscribers, is the very admirable discretion shown in the allocation of the funds. All the causes benefited are most deserving, and it is clear that those in charge of the work of distribution have an excellent conception of the merits of the various existing charities. Hongkong watches with pride and interest the efforts of Canton Britishers, who are truly doing their bit during these critical times.

Philippine Shipping Regulations.

The Hongkong Government Gazette publishes orders issued by the Government of the Philippine Islands regulating the entrance of vessels into ports of the Philippine Islands and their departure therefrom.

DAY BY DAY.

WE MOST EASILY DISCOVER FAULTS IN OTHERS THAT WE OURSELVES ARE POSSESSED OF.

To-morrow's Anniversary.

Monday is the third anniversary of the presentation of the Austrian Note to Serbia, which directly led to the war.

The Dollar.

The opening rate of the dollar on demand to-day was 2s. 6.15/16d. The closing rate will be found on Page 1.

Road Extension.

Tenders are being invited for connecting up Nathan Road between the Yau-mat Theatre and the Government School.

Embargo on Dogs from Canton. It is notified that no dogs brought from Canton will be permitted to land in this Colony for a period of six months from July 20.

Lady Secretary for Sanitary Board.

His Excellency the Governor has appointed Mrs. Daisy Anna-bella Murdock Gale, M.B., B.S., to act as Secretary to the Sanitary Board, until further notice, with effect from July 18, 1917.

New Doctor.

To the list of medical practitioners is added the name of Dr. Benjamin Cheongnam Wong, 297, Shanghai Street, Yau-mat, Bachelor of Medicine and Bachelor of Surgery of the University of Hongkong.

Acting Colonial Treasurer. His Excellency the Governor has appointed the Honourable Mr. Charles Melbourne Messer to act as Colonial Treasurer, in addition to his other duties, with effect from the 18th July, 1917, and until further notice.

Economy in Packing.

The Hongkong Government Gazette contains an Order of the Army Council for economising the consumption of timber by reducing the use of wood in packing goods for the Far Eastern markets. It is published for the information of importers.

Government Changes.

His Excellency the Governor has, under instructions from the Secretary of State for the Colonies, appointed the Honourable Mr. Edward Dudley Corcoran Wolfe to be First Police Magistrate and Mr. Stewart Buckle Carne Ross to be Postmaster General, with effect from the 1st February, 1917.

Gun Practice.

It is notified that information has been received from the military authorities that gun practice will be carried out as under between the hours of 10 a.m. and 1 p.m.:—On Saturday, July 21.—From Mount Davis, in a south-westerly direction. On Monday, July 23.—From Pottinger Battery, in a south-easterly direction. All junks, ships, and other vessels are to keep clear of the ranges.

Big Fine.

A woman of the sampan class was charged before Mr. J. R. Wood, at the Police Court this morning, with being in possession of 26 tins of prepared opium. Revenue Officer Lannigan said the woman was arrested when going aboard a sampan, and she was taken to the office, when it was found that the opium was tied round her waist. A fine of \$1,500 was imposed.

The Uses of a Policeman.

A Chinese was charged before Mr. J. R. Wood, at the Police Court this morning, with crying out his wares in a prohibited area. An Indian constable recited the facts of the case, but defendant denied the offence. His Worship remarked to Inspector Sim, in whose district the offence was alleged to have taken place, that he would never convict on the un-supported evidence of this Indian constable. Inspector Sim said there did not seem any use for the policeman at all. The defendant was discharged.

Alleged Kidnapping.

A man was charged before Mr. A. Dyer Ball, at the Police Court this morning, with kidnapping. Inspector Basil said defendant had attempted to kidnap two little girls, who were employed at 80, Ship Street. Yesterday, when they were leaving work, they were met by prisoner, who took them on the car to the Central district, and then to Yau-mat by the ferry. Later in the evening they returned to Hongkong and were just about to board the Canton steamer when defendant was arrested. The case was adjourned.

1892.

HONGKONG TWENTY-FIVE YEARS AGO.

(Compiled from the "Hongkong Telegraph" files for the week ending July 28, 1892.)

The Dollar.

July 21.—"The rate of the dollar on demand to-day is 2/9 3/4."

A "Typhoon."

July 22.—"The following appears in reference to a typhoon:—It would appear that Dr. Doberck, who has for the past week or more consistently referred to 'the typhoon,' must have got a bit mixed. From the telegrams which the Spanish Consul in Hongkong has been good enough to forward for publication, it is clear that we have been threatened by two typhoons, the one first signalled from Manila on the 17th, and the other on the 20th; the former passing south-west of Hongkong, towards Hainan, and the latter north-east, up the Formosa Channel. Yet Dr. Doberck has all along spoken as if there were only one, which he says 'recurred'—passed round from Hainan to Formosa, a thing never heard of in the records of the China Sea typhoons. And now, after all the danger is passed and we have been having glorious hot, sunny, suffocating weather for three days, it is only this afternoon that Dr. Doberck has allowed the typhoon signals to be finally stored away in the lockers."

The Hongkong, Canton, and Macao Steamboat Co., Ltd.

July 25.—"The following is the report of the Board of Directors to the ordinary half-yearly meeting of shareholders: The Directors beg to submit to the shareholders the report and statement of accounts for the half-year ended the 30th of June last. After paying running expenses, salaries, including \$201.33 brought forward from last account, the sum of \$73,972.28 at credit of profit and loss account. From this sum the Directors recommend that a dividend for the half-year of 4 per cent. on capital, or \$64,000, be paid to shareholders, that \$2,214.82 be placed a credit of depreciation and insurance fund, that \$2,500 be written off the value of the iron lighter San Lee, leaving a balance of \$5,257.48 to be carried forward to new account. The Kiuking has been sold by auction to be broken up and the net amount realised by her sale, \$7,785.18, has been passed to the Depreciation and Insurance Fund, which fund will, if the appropriation be made as recommended above, stand at \$610,000. The result of the half-year's working is better than was anticipated at the date of last report. The steamer competing with the day-boats on the Canton Line was withdrawn at the end of February, which naturally somewhat increased the Company's earnings. Opposition to the night service, however, still continues and, generally speaking, low rates have prevailed during the six months."

A German Explorer.

July 28.—"Lieutenant Otto Ehlers, the German explorer, who has just finished his 7,000 miles ride through India and Indo-China, arrived here yesterday with the Pra Chula from Bangkok and is staying in the Hongkong Hotel."

Characteristic Comment.

July 22.—A leading article dealing with a proposed vote of \$40,000 as an endowment for the College of Medicine for Chinese in Hongkong says:—"Only one man had sense enough to point out what a sin it would be to squander all this money in the desert of China's inhospitality. Mr. Stewart Lockhart is not a man whom we often have to praise, which makes it the more pleasant to be able now to commend him for the stand he took up, after the dreariest exhibition of spouting, senseless twaddle it has ever been our misfortune to wade through. As the Registrar-General pointed out, Hongkong itself harbours hundreds of thousands of Chinese, constituting a large enough field for two or three colleges like this, without any need to go further. So far, the Government might be justified in making a grant—if funds allowed, and if other more pressing demand did not exist; but

THE COLONY'S FINANCES.

Treasury Statement to End of April.

The Hongkong Treasury issues the following financial statement for the month of April, 1917:—

Revenue and Expenditure.	
Balance of Assets and Liabilities on 31st March, 1917, ...	\$1,835,827.32
Revenue from 1st to 30th April, 1917, ...	1,525,933.48
	3,361,760.80
Expenditure from 1st to 30th April, 1917, ...	988,516.95
Balance, ...	\$2,373,243.85

Assets and Liabilities on April 30, 1917.

LIABILITIES.	
Deposits not Available, ...	\$ 838,432.19
Crown Agents' Drafts, ...	425,928.32
Postal Agencies, ...	17,071.70
Total Liabilities, ...	1,281,432.21
Balance, ...	2,173,243.85
Total, ...	\$3,454,676.06

ASSETS.

Subsidiary Coins, ...	\$890,326.31
Advances, ...	268,539.50
Imprest, ...	35,998.85
House Service Account, ...	6,246.17
Crown Agents' Deposit Account, ...	331,566.92
Unallocated Stores, (P.W.D.), ...	271,145.18
Unallocated Stores, (Railway), ...	118,870.51
Coal Account, ...	80,679.85
Investment Account, ...	202,616.96
Balance, Bank, ...	1,179,369.19
Crown Agents' Current Account, ...	67,309.17
Exchange, ...	4,086.45
Total, ...	\$3,454,676.06

ST. JOHN AMBULANCE BRIGADE.

Orders issued to-day by Mr. E. Ralphs state:—

Y. M. C. A. Division.

Tuesday, July 24th.—8 p.m.

Squad and Stretcher Drill.

Thursday, July 26th.—8 p.m.

Squad and Stretcher Drill.

The following Members of this Division have passed First Aid Examinations as below, and are accordingly exempted from passing a further First Aid Efficiency Test until October 1, 1917:—

5th Annual Examination:—

Sergt. So Shiu-on.

4th Annual Examination:—

Loe. Corp. Sz To-chung.

3rd Annual Examination:—

Loe. Corp. Wei Kuo, Loe. Corp. Lo Kwok-fee, Privates Chin Fung-sang, Leung Wing-cho and Teo Ming-yan.

2nd Annual Examination:—

Privates Chong Sing-chung, Chan Wang-fat, Chang Shing-chun, Poon Yee-wai, Fung Tsang and Lam Yat-sang.

1st Certificate:—Private Chan Shu-fai.

Sallyingpun Division.

Wednesday, July 25th.—2 p.m.

Band.

Saturday, July 28th.—2 p.m.

Band.

Queen's College Division.

Monday, July 23rd.—3 p.m.

First Aid Class. Corp. Kong in charge.

Monday, July 23rd.—4.15 p.m.

Squad and Stretcher Drill.

Tuesday, July 24th.—3 p.m.

First Aid Class. Corp. Kong in charge.

Thursday, July 26th.—4.15 p.m.

Squad and Stretcher Drill.

Victoria Division.

Tuesday, July 24th.—5.15 p.m.

Stretcher Drill, Bandaging Practice.

What have we to do with the Chinese Empire? Is the Colony of Hongkong a charity, instituted solely for attempting the impossible? Do Englishmen come out here and have away the best years of their lives simply with the object of benefiting the coolies of Yunnan and Manchuria? Do men like Poon Yee-wai die in harness with a prayer on their lips that Sincowei be freed from measles? What next shall we be asked to do for China's teeming millions?

TO-DAY'S MISCELLANY.

It is not easy to understand what the power of a gun really is—its penetrating and destructive power. What we call a 15-inch gun—which means one of whose muzzle or hollow part is 15 inches in diameter—will hurl a shell right through a plate or wall of the hardest steel 18 inches thick seven miles from the muzzle. The power of the very largest land guns ever made—the German howitzers or 16.5 inch guns—is such that one of their missiles cracks open a steel and concrete fort as if it were a nut.

There are two classes of guns—naval guns and army or land guns. Because they can be manipulated more easily than those of a ship, land guns are the heavier. From eight to ten miles is the greatest distance that a gunner can cover successfully at sea. The largest naval gun is the 15-inch English gun on the famous superdreadnought, and the largest land gun is the German howitzer. Of the two the naval gun fires a shell weighing over half a ton, while the other fires a projectile a ton in weight. But the new giant 16-inch guns of the United States defending the Panama Canal and New York at Sandy Hook shoot projectiles weighing 2,370 pounds, which is over a ton. These immense steel guns can sink a ship before it has really come into sight on the horizon, the location of the battleship having been determined by airplane or tower.

To attribute to the principle of dilution the tendency to give to words like "personally" and "casualty" an extra syllable (writes a correspondent) hardly seems to fit the facts, says the *Manchester Guardian*. Surely the principle of analogy is much more at work. If "actual" gives "actuality," then on this principle "casual" should give "casualty." Only it doesn't. It is true that "special" gives "speciality," but not for business purposes—at least not legitimately. A speciality is a distinctive quality or pursuit of the specialist not the distinctive "line" of the tradesman, which is, properly speaking, "specialty." The difference between "personally" and "personality" is, exactly the difference between "reality" and "reality"—a technical difference. If euphony comes in at all in this confusion—and conceivably it may—it would seem to be in the accentuation rather than the relation of vowels and consonants. A stressed syllable with a triple tail, as in "commonality," is generally shied at; which is why we get the incorrect "indisputable," "inexplicable," and the like.

The fact is, the facilitating addition of a vowel is not half so rational as the addition of a consonant. The intrusion of "i" in "a glass of soda-r and milk" is an unauthorized intrusion only because the English language is less systematic than the French, which sanctions "a-t-il?" To refuse the use of this buffer in "idea-r of it" is sheer pedantry, says the paper quoted. So far from anything intrinsically wrong about the sound of that, the "r" eases off on a liquid glide what without it would be an ugly hitch. If there is any vulgarity in this usage, it is vulgarity in the original and best sense—the spontaneous sanction of the people. And, after all, language is first to be spoken—by the people; then to be looked at—by the aesthetes.

Accuracy is one of the most necessary qualifications of the present-day business girl—or so it would appear from the following conversation overheard the other day in the park:—"So I answered the phone, and he said, 'Is Mr. X there?' and I said, 'Yes, do you want to see him?' and then what do you think he said? He said: 'My dear girl, this is not a telephone; this is a telephone.'"

A NEW CORPS.

Our Strength in Machine Guns.

We have heard a great deal about artillery and shells, and have periodically been furnished with statistics to illustrate our steady progress towards ultimate superiority in heavy armament. Very little has been said about machine guns. So far as the general public knows, we are still as hopelessly outnumbered as we were in the early days of the war, and have no more than the original establishment of two or three guns to a battalion, as against the enemy's strength of one gun to every twenty men.

Nothing could be further from the truth. The machine guns, like the shells and the men, have come, and counter-attacking Germans are now faced with the unpleasant fact that the most deadly thing about the British infantry is not their skill in handling a rifle, but their ability to man innumerable machine guns firing hundreds of rounds a minute.

Towards the end of 1915 it was found desirable to organise machine gunners on a new basis. Their proportion to the ordinary infantryman had so greatly increased, that the old system of battalion sections was no longer suitable. The Machine Gun Corps was formed. Two extensive camps were laid out in England, one to be used as a training centre and the other as a depot for the organisation of the new machine gun battalions. I was privileged recently to visit the training centre. I found the town of—, once a sleepy market place in an agricultural district, transformed into a hive of military activity. The whole countryside to the north of the town seemed to be covered with battalions, and the rattle of machine guns was heard from ranges near and distant.

I introduced myself at the Headquarters of what is officially known as the Machine Gun Training Centre, and a captain placed himself at my disposal.

"Did you belong to the original Expeditionary Force?" I asked.

"I had that honour," he replied. "You will find that the majority of the instructors here are Regular Army men. Few of them have less than seven years' service, and consequently the instruction given is expert in every direction. I will show you round the training grounds, and you may see for yourself our system for the production of efficient machine gun officers and N.C.O.s."

"You do not train privates in this camp?"

"Only in exceptional cases. There is no time for that, especially when we have to train officers by the thousand. The privates are sent immediately to the depot camp, to be trained by the officers who have already qualified here. Naturally we allow no officer to pass out of our hands until he is able to impart everything from A to Z in machine gunnery. The final test is a severe one, and the officers who do not succeed in passing their first examination are kept for further instruction. The Instructional Staff consider it nothing short of criminal to overlook incompetence in the officers under their charge. The standard expected from N.C.O.s is scarcely less high."

First we visited a large hall, devoted to instruction in mechanism. There were about twenty small squads of officers, each squad gathered round a machine gun and listened to a description by a sergeant instructor of the various parts of the mechanism.

"This work would appear to require the skill of a trained engineer," I remarked as we watched a sergeant strip his gun.

"That may be so, but whether or no the officers who come here have a knowledge of mechanics, they must certainly be skilled engineers so far as this gun is concerned, before they leave."

"They have to qualify only in this particular gun?"

"By no means. We specialise in this gun which is the most reliable, but we also teach the lighter guns."

ONE-MAN BUSINESSES.

A Legal Right to Exemption.

Mr. A. Richardson, M.P., chairman of the Law Society Tribunal, referred recently to the confirmation by the Central Tribunal of their decision to grant conditional exemption to a retail grocer, aged 32, married, with one child, and fit for general service. The appellant was given three months' exemption by the Holborn Tribunal, who, however, refused a renewal. The Law Society granted, on appeal, a further three months, deciding that appellant was unable to get anyone to manage his business, and that if he were called up the goodwill would be wholly and irrevocably destroyed.

The case was of far-reaching importance, added the Chairman. The decision did not alter the law or give anyone the right to exemption who was not before entitled to it. The only effect would be to remind tribunals that, however great the pressure brought on them to refuse exemption, applicants were entitled, not as a privilege or as a matter of discretion but as a legal right, to receive exemption when they had established to the satisfaction of the tribunal that serious hardship would ensue owing to exceptional business obligations if they were called up.

The tribunal was not entitled to refuse exemption because the applicant was a young man fit for general service.

"The supply of the latter types will, of course, be limited?" I suggested.

"We have as many as we require of every type," the Captain assured me. "The real work at present is not in finding the guns but in training the men to work them. When that is completed—which will be in a very short space of time—I can guarantee that we shall at last be on an equal footing with the German Army. We are drawing officers from every branch of the Infantry and Cavalry from all over the British world in order to fill the increased complement of machine gun sections, now made possible by the immense output of machine guns from the armament factories in our own and neutral countries."

We adjourned to one of the numerous lecture halls in the Training Centre, and heard a lieutenant of the Instructional Staff talk to an attentive audience of young officers on indirect fire by means of map and compass. I was mystified at the amount of minute calculation required, and at the close of the lecture remarked to my friend that apparently a machine gun officer, besides being a skilled engineer, must also be a mathematician.

"That, and a good deal more," said the Captain smiling, "for the syllabus includes courses in Bombing, Topography, Physical Training, and several minor subjects."

Leaving the lecture hall by a side door, we came on to a large parade ground where several platoons both of officers and N.C.O.s were being drilled by sergeant instructors who need weird, out effective, words of command.

"One of the preliminaries to instruction in the school" my companion explained, "is a three weeks' course on the drill square. Discipline being so absolutely essential for the co-operation required by machine gunners, the Guards' system has been adopted by the Corps. The drill instructors are all Guardsmen."

As the weather was excessively hot, I could not refrain from expressing sympathy with the squads, whose exertions were in no way allowed to relax on account of the temperature.

"Better than the trenches in the same weather," was the laconic reply. "We pride ourselves on the fact that a course at the Machine Gun Training Centre is the most strenuous to be had anywhere. The officers have practically no time to themselves. Their evenings are fully occupied in study, and bed-time is early so that they may be up in time for the morning riding lesson at half past six."

DAIRY FARM NEWS.

PURE MILK

An ideal summer beverage
and
the most nutritious food.

DAIRY FARM MILK
is
SAFE MILK.

LA INSULAR CIGARS

THE OLDEST CIGAR FACTORY IN MANILA



Obtainable from all Cigar Merchants,
DISTRIBUTORS FOR SOUTH CHINA:
H. RUTTONJEE & SON.

FUTURE OF ALSACE-
LORRAINE.

German Socialists Not United in View.

Copenhagen, June 9.—Further testimony to the untruth of the central Socialist assertion that German Socialists are prepared to consider arrangements of the Alsace-Lorraine problem by friendly Franco-German negotiations, is furnished by an article in the *International Correspondence*, the accepted organ of the German Socialist majority. This article declares as Socialist doctrine that Alsace-Lorraine is German, and must remain so. It quotes the late August Bebel, who was Socialist leader in the Reichstag, and the late William Liebknecht, Socialist leader and father of Dr. Karl Liebknecht, as exponents of the thesis that the provinces must be regarded and defended as an inalienable part of the German Empire. It is stated that nine-tenths of the population speak German as the mother tongue, and that the sentiments of a majority are German to the core.

On the other hand, Professor Laband, of Strasbourg, a leading German expert on constitutional law, who from forty years' residence in Alsace and Lorraine has gained some qualification to speak authoritatively, maintains in an article in the *German Review* that the population in sentiment is still largely French. He says the influential and educated elements are as anti-German to-day as in 1871, and do not associate or intermarry with Germans. The sentiment of the poorer classes is shown by the common use of German appellations as terms of abuse. Anti-German feeling, he states, has not disappeared, but has increased during the war. Professor Laband, therefore, believes that the erection of the provinces into a federal state, removed from Imperial control, as advocated by Socialists, would be a dangerous experiment.

Hongkong Theatre.
The new change of programme at the Hongkong Theatre to-night will be most attractive. It includes two dramas: "The Passing of Diana" (in two reels) and "The Broken Faith" (in four reels). The comedy "The Child Needs a Mother" is also most interesting. To-morrow there will be a band night.

TO-DAY'S
ADVERTISEMENTS.

THE EAST ASIATIC CO., LTD.

NOTICE TO CONSIGNEES.
From EUROPE, U.S.A. JAPAN & SINGAPORE.THE Motorship
"FALSTRIA."

having arrived from the above ports, Consignees of Cargo by her are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

Goods not cleared by the 27th inst. will be subject to rent. All broken, chafed and damaged packages are to be left in the Godowns, where they will be examined at 10 a.m. 26th inst.

Claims against the steamer must be presented within 10 days of arrival, otherwise they will not be recognised.

No Fire Insurance will be effected by us in any case whatever. Bills of Lading will be countersigned by

THORESEN & CO.,
Agents,
Hongkong, 20th July, 1917.

TOYO KISEN KAISHA.

S.S. "SIBERIA MARU."

From SAN FRANCISCO,
via HONGKONG, JAPAN
PORTS & MANILA.

The above named steamer having arrived, consignees of cargo are hereby notified to send in their Bills of Lading for counter-signature, and to take immediate delivery of cargo from alongside.

Cargo remaining undelivered on 23rd July, at 5 P.M., will be landed at consignees' risk and expense, and delivery must then be taken from the Company's Godown.

Storage charges will be assessed on all cargo remaining undelivered on 27th July, at 5 P.M. No Fire Insurance whatever will be effected.

No Claims will be recognised after the goods have left the Steamer or Godown.

All chafed and damaged cargo will be landed into the Company's Godown, where they will be examined on 31st July, at 10 A.M. No claim will be recognised if filed after the 10th August, 1917.

T. DAIGO,
Agent,
Hongkong, 21st July, 1917.

TO-DAY'S
ADVERTISEMENT.STEEL-SCREW STEAMER
"KATHO MARU."

4158 tons gross, Built 1894.

Sale of the Steamer—Her Hull, Tackle, Apparel, Furniture, Machinery, Boilers and everything connected therewith, as they may lie at Pratas Reef off Hongkong.

CONDITIONS OF TENDER

(1) Tenders are invited for the wreck. The wreck is sold as it lies, and no responsibility is taken by vendors for any damage or defect whatsoever that may now or may hereafter exist.

(2) Intending tenderers must deposit at Shanghai or Hongkong the sum of Mex. \$5,000 with Messrs. Mitsui Bussan Kaisha, Ltd., agents of the Tokio Marine Insurance Co., Ltd., Tokio, who will issue deposit receipts.

(3) All tenders should reach the office of Messrs. the Mitsui Bussan Kaisha, Ltd., Shanghai or Hongkong, not later than the 24th July, 1917, or the Tokio Marine Insurance Co., Ltd., Tokio, not later than the 25th July, 1917.

(4) Tenders will be opened at the office of the Tokio Marine Insurance Co., Ltd., Tokio, at 3 P.M. 24th July, 1917. Buyers will not be admitted.

(5) The vendors are not bound to accept the highest or any tender but have the liberty to call for entirely fresh tenders, or to sell the wreck in any other way they may think fit. In the event of identical tenders, vendors reserve their rights of acceptance or rejection.

(6) Should the company notify the acceptance of any tender, the sale is thereby concluded on the conditions set forth herein and such buyers' deposit is appropriated as bargain money and in part payment of purchase.

(7) The balance of the purchase money shall be paid to vendors not later than 28th July 1917; in default of which the contract is considered cancelled and the bargain money is forfeited.

(8) On a tender being accepted the delivery of the wreck is effected and, thereupon, it is at the risk and expense of the buyers.

(9) No interest will be allowed on tenders' deposits, which will be refunded to unsuccessful tenderers on or before the 28th July 1917 and only in exchange for the original deposit receipt.

Hongkong, 21st July, 1917.

THE MITSUI
BUSSAN KAISHA, LIMITED.
Agents,
The Tokio Marine Insurance
Co., Ltd.

SAKURA BEER



SOLE AGENTS:
SUZUKI & CO.
TEL. 468
ALEXANDRA BUILDING.

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FOR ONE WEEK ONLY.

FOUR-IN-HAND.

WASHING TIES

White grounds with
Coloured stripes & figures.

60cts. each. 3 for \$1.50

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Men's Wear Specialists,
15 DES VŒUX ROAD. TELEPHONE NO. 28.

Wm. Powell Ltd
TELEPHONE 746

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"PHOENIX"
SILK SOCKS

"PHOENIX" is the best silk hosiery made,
it is guaranteed PURE SILK with re-enforced.

TOES, HEELS & FEET.

SIZES 7 1/4 " to 11 1/2 "—PRICE \$1.50 each (6 for \$8.00)

TIES TO MATCH.

COLUMBIA RECORDS.

412 My Message. (Tenor)
{The Kerry Dance...
386 Ashore. (Tenor)
{Nora...
396 Maire My Girl. (Baritone)
{Song of the Bow...
407 The Pipes of Pan. (Baritone)
{Love's Coronation...
439 Out on the Deep. (Bass)
{The Two Grenadiers...

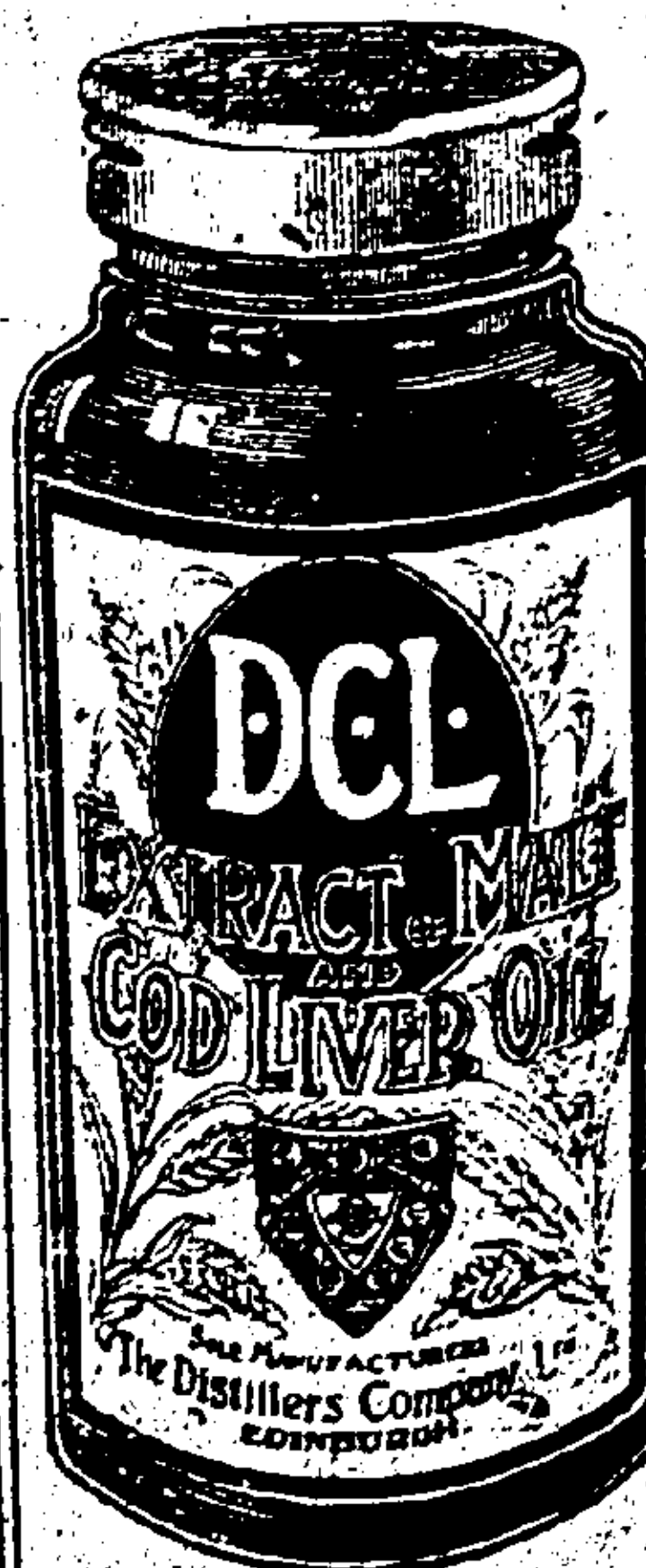
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Cod Liver Oil.



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Hongkong

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WILL dispatch VESSELS to the Undermentioned PORTS

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WIRELESS ON ALL STEAMERS. Return tickets at a fare-and-a-half available to Europe for two years, or Intermediate Ports for six months. Round-the-world and through tickets to New York, at Special Rates.

For PASSAGE RATES, HAND-BOOKS, FREIGHTS, DATES OF SAILING, ETC., apply to:-

P. & O. S. N. Co.'s office
Hongkong, 1st April, 1917.E. V. D. Parr,
Superintendent.

CANADIAN PACIFIC

OCEAN SERVICES

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QUICKEST TIME ACROSS THE PACIFIC

To Canada, United States and Europe via Vancouver

In connection with the Canadian Pacific Railway.

EMPRESS OF ASIA. EMPRESS OF RUSSIA.

30,625 tons displacement. 30,625 tons displacement.

Electric Heat in Every Cabin. Electric Light in Every Berth.

One, Two and Three Room Suites with Private Bath.

Laundry—Gymnasium—Verandah Cafe.

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11,000 tons displacement. 12,000 tons displacement.

Twin Screw Steel Steamships, with Modern Accommodations.

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A.S. "Monteagle" calls at Moji instead of Nagasaki. ALL STEAMERS call at Shanghai both East and West Bound.

Through Bills of Lading issued via Vancouver in connection with Canadian Pacific Ry. to all Overland Points in Canada and the United States, also to Pacific Coast Points, European Ports and the West Indies.

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HONGKONG—MANILA—SHANGHAI—NAGASAKI—MOJI—Kobe—YOKOHAMA.

J. R. SHAW,
General Agent, Passenger Department,
Hong Kong.J. H. WALLACE,
General Agent,
Hong Kong.

TELEPHONE 42.

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THE JAPAN MAIL STEAMSHIP CO.

Projected Sailings from Hongkong—

Subject to Alteration

Destination.	Steamers.	Sailing Date
LONDON via Singapore, Malacca, Penang, Colombo, Delagoa Bay, Cape Town, Madeira...		
VICTORIA, B.C. & SEATTLE via Keelung, Shai, Moji, Kobe, Yokkaichi, Shimidzu & Yokohama...	Yokohama Maru Capt. Terada T. 12,500	WED., 1st Aug., at noon.
SHANGHAI, Kobe and Yokohama...	Sado Maru Capt. Shincho T. 12,500	THURS., 23rd Aug., at noon.
SHANGHAI, Kobe and Yokohama...	Hitachi Maru Capt. Tomioka T. 13,500	SATUR., 21st July, at 11 a.m.
SHANGHAI, Kobe and Yokohama...	Syo Maru Capt. Takano T. 12,500	TUES., 31st July, at 11 a.m.
SHANGHAI, Kobe and Yokohama...	Tango Maru Capt. Soyeda T. 13,500	FRI., 17th Aug., at 11 a.m.
Kobe		
Kobe		

EASTBOUND NEW YORK LINE VIA PANAMA CANAL (CARGO ONLY).

NEW YORK via Shanghai, Kobe, Yokohama, San Francisco, Panama and Colon.

Wireless Telegraphy.
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B. MORE, Manager.

TOYO KISEN KAISHA

SAN FRANCISCO LINE

VIA SHANGHAI, THE INLAND SEA, JAPAN & HONOLULU.

FAST AND LUXURIOUS MAIL STEAMERS

Sailings from Hongkong—Subject to change without notice.

Steamers.	Tons.	Leave Hongkong.
SIBERIA MARU	18,000	27th July.
TEMPO MARU	22,000	10th Aug.
NIPPON MARU	11,000	25th Aug.
SHINYU MARU	22,000	7th Sept.
PERSIA MARU	8,000	22nd Sept.
KOREA MARU	18,000	5th Oct.

The S.S. "NIPPON MARU" and S.S. "PERSIA MARU" call at Shanghai.

SOUTH AMERICAN LINE.

HONGKONG TO VALPARAISO VIA JAPAN, HONOLULU, SAN FRANCISCO, SAN PEDRO, SALINO CRUZ, BALBOA, CALLAO, ARICA AND IQUIQUE.

THENCE BY TRANS ANDERSON ROUTE TO BUENOS AIRES.

Steamers.	Tons.
ANYO MARU	18,500
KIYO MARU	17,200
SEIYO MARU	14,000

Tickets are interchangeable with the Canadian Pacific Ocean Services, Ltd. and the Pacific Mail Steamship Co.

Passengers may travel by rail between ports of call in Japan free of charge.

For full information as to rates, sailings, etc., apply to

T. DAIGO, Agent,
KING'S BUILDINGS.

JAVA PACIFIC LINE

OF THE
JAVA-CHINA-JAPAN LIJN.Monthly Service between
MANILA, HONGKONG AND SAN FRANCISCO.
Next sailings for SAN FRANCISCO via NAGASAKI.
Subject to change without Notice.

S.S. Biantang 24th July.

ALL STEAMERS FITTED WITH WIRELESS TELEGRAPHY.
The steamers have accommodation for a limited number of saloon passengers and carry a duly qualified surgeon.
Cargo taken on through Bills of Lading to all Overland Points in the United States of America and Canada.

For particulars of Freight and Passage, apply to:-

JAVA-CHINA-JAPAN LIJN.

Hongkong, York Buildings. Managing Agents.

CHINA MAIL S.S. CO. LTD.

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WILL SAIL FROM HONGKONG FOR

SAN FRANCISCO

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SEPTEMBER 5, & NOVEMBER 16, 1917.

AN UNSURPASSED HIGH CLASS PASSENGER SERVICE AT INTERMEDIATE RATES.

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THE ROYAL MAIL STEAM PACKET COMPANY.

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FOR SAILINGS TO AND FROM THE UNITED KINGDOM AND INTERMEDIATE PORTS.

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SHIPPING

C. N. C.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	Steamers.	To Sail
SHANGHAI	Anhui	22nd July at daylight.
SWATOW, WEIHAIWAI, CHEFOO & TIENTSIN	Hulchow	23rd July at 10 a.m.
HAIPHONG	Kailong	24th July at 10 a.m.
SHANGHAI	Sunang	24th July at 4 p.m.
SHANGHAI	Shantung	26th July at 4 p.m.
SHANGHAI	Yingchow	29th July at daylight.

DIRECT SAILINGS TO WEST RIVER. Twice Weekly.

S.S. "LINTAN" and S.S. "SANUL"

MANILA LINE.—TWIN-SCREW STEAMERS: Excellent Saloon accommodation Amidships; Electric Light and Fans in Saloon and State-rooms.

SHANGHAI LINE.—PASSENGERS, MAILS AND CARGO. Excellent Saloon accommodation Amidships; Electric Light and Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong and Shanghai, taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are landed in Shanghai avoiding the inconvenience of transshipment at Woosung.

For Freight or Passage apply to

BUTTERFIELD & SWIRE,
Agents.

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Hongkong July 20, 1917.

JAVA-CHINA-JAPAN LIJN.

Regular Fortnightly Service between

CHINA and JAPAN.

Steamer	From	Expected on or about	Will leave on or about	For
Tientsin	Tientsin	30th July	6th Aug.	Kobe & Moji
Tientsin	Tientsin	1st Aug.	5th Aug.	SHANGHAI

The steamers are all fitted throughout with electric light and have accommodation for a limited number of saloon-passengers. All steamers carry a duly qualified surgeon. Cargo taken on through rates to all ports in Netherlands-India and Australia.

For particulars of Freight and Passage, apply to the

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DOUGLAS STEAMSHIP CO., LD.

HONGKONG & SOUTH CHINA COAST PORT SERVICE.

Regular Service of Fast, High Class Coast Steamers having good accommodation for first Class Passengers, Electric Light and Fans in state-rooms and Saloon and Excellent Cuisine.

FOR SWATOW, AMOY AND FOCHOW AND RETURN.

(Occupying 4 to 10 days.)

Steamships.	Captain	Leaving.
Haikang	A. E. Hodgins	TUES., 24th July, at noon.
Haikong	J. W. Evans	TUES., 31st July, at noon.

FOR SWATOW.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to

Douglas Laprak & Co.,
General Managers.

INDO-CHINA STEAM NAVIGATION CO., LTD.

(Projected Sailings from Hongkong.—Subject to Alteration).

For	Steamship	On
MANILA	Loongsang	Sat., 21st July at 3 p.m.
TIENTSIN	Chipshing	Wed., 25th July at daylight.
HAIPHONG	Taksang	Thurs., 26th July at 7 a.m.
SANDAKAN	Mausang	Sat., 28th July at noon.
MANILA	Tuensang	Sat., 28th July at 3 p.m.

CALCUTTA LINE.—Three sailings per month from Hongkong to Calcutta calling at Singapore and Penang.

Returning from Calcutta steamers proceed to Kobe and Moji, frequently calling at Shanghai. These steamers have excellent passenger accommodation, are fitted with Electric Light and carry a duly qualified surgeon.

MANILA LINE.—Sailings approximately every five days between Canton and Shanghai, sometimes calling at Swatow. Steamers on this line have a limited amount of passenger accommodation, and the high rates can be obtained for Northern and Yangtze Ports via Shanghai, through Swatow, Amoy and Fochow.

HAIPHONG LINE.—Sailings approximately weekly for passengers and cargo, calling at Amoy when convenient.

BORNEO LINE.—Two sailings per month between Hongkong and Sandakan by steamers having up-to-date accommodation for passengers.

Cargo taken on through Bills of Lading for Kudat, Jesselton, Labuan, Tawau and Lahad Datta.

TIENTSIN LINE.—A regular service is run from March to October between Hongkong and Tientsin calling at Weihaiwei and Chefoo.

Under Straits Government Passport Regulations.

All European Passengers, leaving the Colony for Straits Settlement, are required to produce on arrival at destination passports with their Photographs and description affixed thereto.

For Freight or passage, apply to

JARDINE, MATHESON & CO., LTD.
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AMERICAN EXPRESS COMPANY.

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AMERICAN EXPRESS TRAVELLERS CHEQUES—

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SHIPPING NEWS.

Waste of Shipping.

Remarkable statements made by Mr. Ben Tillett at the Dockers' Conference the other day are amplified in an interview which that gentleman gave to the "Manchester Guardian." Mr. Tillett produced a mass of documentary evidence collected from the various ports on which he said his charges were based, the details of which cannot naturally be published. We have, he said, substantiated our facts before the Shipping Controller, who has acknowledged quite frankly the incidents to which I referred. We have pointed out, for example that in regard to certain Welsh ports one port has been overcrowded with shipping while another in the same part of the country has been idle, although large quantities of goods were awaiting shipment in the immediate vicinity. Goods have been sent a long distance overland, practically from one port to another, at a time when there is a serious shortage of railway trucks. We have seen a line of vessels sent out from Bristol doing many voyages, each containing from 3,000 to 4,000 tons less than its carrying capacity. Ship have been kept waiting in a congested port three or four weeks together when they could have been unloaded in several days in another empty port. Whole fleets have been delayed by the incompetence of officials. One official, for instance, objected to a traction engine being stowed on deck because it would get wet. Generally we say that delays and wastage of tonnage have been caused by want of proper co-ordination, by the fact that the actual control of the war transport docks is not in the hands of men who have first-hand experience and knowledge. We say that there will never be a reform so long as the shipowners control the use of the shipping taken over by the Government. We advocate giving far greater powers to the Ministry of Shipping, so that it can control the whole business in the same way that the Ministry of Munitions co-ordinated the output. The men's unions have never been consulted in any matter concerning the actual manipulation of cargo. They only come to us when they are in difficulty and want us to preach to the men. The remarks of Sir Norman Hill, the chairman of the Port and Transit Executive Committee, are beside the point, as this body has nothing to do with the actual manipulation. Facts relating to the duplicate handling of cargo—a thousand tons being put into one vessel by one official, taken out by another official, and put back into the same vessel—have been laid before the Shipping Controller. Such fooling is demoralising to our men. We claim that some direct co-operative effort should be made in each of the ports, and in the case of large ports, such as London, the machinery should be spread over essential centres. We want the managers of the docks and those used to the supervision of cargoes to be consulted, together with the contractor's head foremen and the leading gangers of the men, on all matters connected with the stowage of cargo, the manipulation of quay space, shed, and warehouse accommodation. We want experienced men used not only to handling all sorts of cargoes, but of cranes and trucks and so on, to be brought together to agree as to the best method by which cargo is to be stowed. At present all men of practical experience are absolutely ignored, not only the ordinary dockers, but the managers of docks. The purely commercial element in the manipulation of cargo is the only one to be consulted to the exclusion of labour, even when labour is vitally essential. We could save hundreds of hours of labour every week in nearly every dock if we were consulted, and we could save anything from 20 to 50 per cent. in cost. If an independent arbiter over shipping could regulate the mobility of the ships there would be a wholesale saving in shipping space. Shipping must be taken out of the control of the shipowners. You might as well allow the makers of guns to say what number of guns should be used in the war. We gave this challenge to Sir Joseph Macleay. No shipping firm could run with profits on any terms of freight on the lines that the Department is running now. We ask immediately for a thorough and impartial inquiry into the whole administration of transport, an inquiry on which every citizen concerned shall be equally represented.

BRITISH INDIA S. N. CO., LTD.

APCAR LINE.

Regular Service Between

SHANGHAI and JAPAN PORTS.

EASTWARD.

The above steamers have excellent saloon accommodation for passengers and are fitted with all modern conveniences and carry a duly qualified surgeon.

For freight or passage, apply to

DAVID SASSOON & CO., LTD.,

Hongkong, June 15, 1917.

Agents.

"ELLERMAN" LINE.

(ELLERMAN & BUCKNALL STEAMSHIP CO., LTD.)

JAPAN, CHINA & STRAITS

TO

UNITED KINGDOM AND CONTINENT.

For particulars of sailings shippers are requested to approach the undersigned.

Steamers proceed via Cape of Good Hope,
Subject to change without notice.THE BANK LINE, LTD.,
General Agents.or to REISS & Co. Canton
Hongkong, 2 Jan., 1917.

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FOR SALE OR HIRE
ORDERS BOOKED IN ADVANCE. APPLY:-

EXILE GARAGE.

TEL. 1063.

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WELLS FARGO & CO.
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FORWARDERS TO ALL PARTS OF THE
WORLD. SPECIAL ATTENTION GIVEN TO THE
SHIPPING OF TOURISTS' BAGGAGE AND PUR-
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KONINKLYKE PAKETVAART MAATSCHAPPY.

(ROYAL PACKET NAVIGATION CO.)

This vessel plies regularly between HONGKONG & BELAWAN
DELI (Sumatra) via Swatow.
Next Sailing from Hongkong:

This vessel has excellent saloon accommodation for a limited
number of passengers, is fitted with all modern conveniences
and carries a duly qualified surgeon.
For freight and passage apply to—
Yok Building, Tel. 1574. JAVA-CHINA-JAPAN L.I.N.
Hongkong, 30th Dec., 1915. Agents.

PACIFIC MAIL S.S. CO.
U. S. MAIL LINE.

Operating the new First Class Steamers
"ECUADOR," "VENEZUELA" and "COLOMBIA."
14,000 tons each.

Hongkong to San Francisco,
via Shanghai, Kobe, Yokohama and Honolulu.

THE SUNSHINE BELT.

The most comfortable route to America and Europe

Sailings from Hongkong.

s.s. "VENEZUELA" Aug. 15, at noon.
s.s. "ECUADOR" Sept. 12, at noon.
s.s. "COLOMBIA" Oct. 10, at noon.

These steamers have the most modern equipment including over
head electric fans and electric lighting ALL LOWER BERTHS &
Large Comfortable Staterooms (all single and two berths only).

The Safety and Comfort of Passengers is our first consideration. Special
care is given to the cabin, and the attention of passengers cannot be surpassed.
Ticket are interchangeable with the Tokyo Kisen Kaisha and the Canadian
Pacific Ocean Service, Ltd.

For further information, rates, literature, schedules etc.,
Apply to—
Company's Office in
ALEXANDRA BUILDINGS,
Charter Road.
Telephone No. 141.

HONGKONG, CANTON, MACAO
& WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON & MACAO
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HONGKONG-CANTON LINE.

Single Fare by Night Steamer \$ 7.00
Return Fare by Night (available also for return by day steamer) 12.00
Single Fare by Day Steamer 6.00
Return Fare by Day Steamer 11.00

HONGKONG TO CANTON. | CANTON TO HONGKONG.

SATURDAY, 21st JULY, 1917.
10.00 p.m. Fatshan. | 4.30 p.m. Kinshan.

SUNDAY, 22nd JULY, 1917.
10.00 p.m. Kinshan. | 4.00 p.m. Fatshan.

HONGKONG-MACAO LINE.

S.S. Taishan Tons 2,008. | S.S. Sui Tai Tons 1,651.

HONGKONG TO MACAO.

Week days at 8 a.m. and 2 p.m. from the Company's Wing Lok
Street Wharf. Sundays, at 9 a.m. and 1 p.m. from the Company's
Wing Lok Street Wharf.

MACAO TO HONGKONG.

Week days at 7.30 a.m. and 2 p.m. Sundays at 7.30 a.m. and 3 p.m.

EXCURSION TO MACAO.

SUNDAY, 22nd JULY, 1917.

The Company's Steamship "TAISHAN"

Will depart from the Company's Wing Lok Street Wharf at
9 a.m. and return from Macao at 3 p.m.

N.B.—The Company will also run a steamer from Macao on Sunday, at 7.30
a.m. and from Hongkong at 1 p.m. from the Company's Wing Lok Street Wharf.
The attention of the Public is drawn to special facilities afforded by the Police
Department of the Macao Government. Passes are issued at the Police Station
featuring the Company's Wharf thus obviating delay and trouble in having to apply at
this Head Police Station for permits.

Fares: Saloon, Single \$3, Return \$5.

FARES AS USUAL.

MACAO-CANTON LINE.

S.S. "SUI TAI"

Leaves Macao for Canton every Monday, Wednesday and
Friday at 9 p.m. and Canton to Macao every Tuesday, Thursday
and Saturday at 4.30 p.m.

JOINT SERVICE OF THE HONGKONG, CANTON & MACAO
STEAMBOAT CO. LTD., THE CHINA NAVIGATION CO. LTD.,
AND THE INDO-CHINA STEAM NAVIGATION CO. LTD.

CANTON-WUCHOW LINE.

S.S. SAINAM 588 Tons, and S.S. NANNING 569 Tons.

One of the above Steamers leaves Canton for Wuchow every
Monday, Wednesday, and Friday, at about 8 a.m., and the other
leaves Wuchow for Canton on the same days at 8.30 a.m. Round
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A SECOND DIP.

Amusing Incident at Blake Pier.

When members of bathing parties stifle themselves in their ordinary clothes, board the launch and land safely at Blake Pier, they naturally think they have done with swimming for that evening, but a European yesterday learned that there is many a slip for the unwary. A launch party last evening landed at Blake Pier and were just emerging into the street when a heavy shower came on, compelling them to rush for the shelter afforded by the Post Office. One of the party, who rather anticipated that his legs could not cover the distance in time to save him from receiving a drenching turned back, but an obstacle as in his way in the shape of an innocent looking cable line. He was so enjoying the sport of watching his comrades bolting for shelter that he paid no heed to what was at the back of him, and the cable line immediately putting itself in the way of his feet, the unfortunate and bewildered man found himself clenching at empty air whilst falling over the side of the pier. Though rather an expert diver, he lost his presence of mind under these circumstances and hit the water in the approved novice style. Luckily, he could swim, but the drenching he received in the far from clean water made him look a sorry spectacle, and a subject for mirth among his friends who braved the elements to see the fun.

SANITARY BOARD.

The orders of the day for Tuesday's meeting of the Sanitary Board include the following:—

Letter from Government relative to the erection of an additional water closet at No. 5, Des Vœux Road Central, on Island Lot No. 1724.

Letter from Government relative to the erection of an additional water closet in Messrs. Reiss and Company's Office, Queen's Buildings, on Marine Lot No. 369.

Letter from Government relative to sanitary convenience at a house on Island Lot No. 1948.

Dr. F.M.G. Ozorio, pursuant to notice, will ask:—"What were the reasons for the refusal of the Government to grant the erection of three water closets and one urinal at a new house on Island Lot No. 1948, Kennedy Road?"

Correspondence relative to the water closets on the first floor of No. 16, Des Vœux Road Central, Marine Lot No. 7, Section B.

Application for permission to erect one water closet at Goh Uab House on Rural Building Lot No. 88, Deep Water Bay.

Plan of the proposed urinal at Causeway Bay.

TYPHOON WARNING.

The telegram quoted below was received by the American Consul General, Hongkong, from the Manila Observatory at 11 a.m. to-day:—

Cyclone or typhoon near or over the southern part of Formosa Channel, moving N.N.E.

AMERICAN TELEGRAMS.

(From The "Manila Daily Bulletin")

Calling Up the New Army.

Washington, July 13.—The War Department has announced that the enlistment requirements for the United States Army have been reduced in order that men physically fit for service except when judged by the old height and weight standards may be accepted. The new regulations fix five feet and one inch for the minimum height and 110 pounds as the minimum weight for recruits.

It is also announced that the draft drawing, which was to have been held to-morrow, will not occur until next Saturday. All of the 10,000,000 names registered will be drawn in the draft, those first drawn being called into service immediately, to the number of 687,000, and the others will be given numbers for future calls. The draft of 687,000 men is deemed necessary at present in order to supply the 625,000 acceptable recruits needed, the extra 10 per cent. being allowed for rejections by medical officers.

Meatless and Wheatless days.

New York, July 13.—New York city restaurants have adopted a programme which includes one meatless and one wheatless day a week. This programme is also extended to the hotels.

The restaurants have also agreed to limit the use of butter and to serve no young meat.

I.W.W. Again Plots Crimes.

Hermosa, N.M., July 15.—The New Mexican State authorities have arrested 1,200 reported members of the I.W.W., accused of complicity in plots to destroy the grain fields of the United States and to foment strikes throughout the mining and timber regions of the West, and the Army is feeding them pending official advice from Washington regarding their disposition.

San Francisco, July 14.—The Industrial Workers of the World have inaugurated strikes in the mines of Arizona and Montana which threaten to extend to Colorado, Nevada and Utah. There is also danger of strikes in the lumber industry of Washington and Oregon and the destruction of the crops of the entire North West.

The authorities are keeping a close watch on the situation which may develop into an organized reign of terror. Army commanders have been instructed to take such steps as they may deem necessary to handle the crisis. The farmers of Arizona are organizing into "vigilante" bands and armed citizens are rounding up the strike agitators to deport them.

At El Paso, three I. W. W. men have been arrested, charged with complicity in a plot to dynamite the big bridge there.

At Chicago, Mr. Haywood, president of the I. W. W., has issued a statement denying that German money or influence has anything to do with his organization's activities.

SINGAPORE SHARES.

A Revival in Rubbers.

Messrs. Latham and Co.'s share report for the week ending July 5 states:—

The week under review has witnessed somewhat of a revival in local shares and a better all round enquiry appears to be prevalent, although even so the actual volume of business transacted cannot be recorded as in any way large. Home advices of a rising market in the last two days, which factor has undoubtedly not been without its strengthening effect on the local market generally. Yesterday being Independence Day the rubber auctions postponed their opening till Thursday as a graceful compliment to our latest ally. Tin has been on the downward trend most of the week and finishes the period lower on balance by some 30s., but rubber, as chronicled above, shows so improvement and closes about 2 1/2 higher.

Slightly more business passing and a fair all round enquiry mark the close of the local rubber share market, and more counters fall to be individually noted than for some while past. Alor Gajah still remain a very firm feature and in good request without finding sellers. Both Ayer Moleke and Ayer Panas have been placed at quotations, whilst Indragiri have jumped somewhat into favour during the period and met with business up to \$22.50. Fairly large parcels of Jeram Kuantans have changed hands up to \$1.65, whilst Malaka Pindas Malakuffs have also been in good demand and placed in fair volume at quotations. New Serendabs and Nyalas have found buyers at respectively \$4 and \$5.90, whilst Soudais have been quite a fair counter at \$6.70 and Tapaha have satisfied small enquiries at or around quotations. In the cheap dollar section Bukit Jelutong have been marketed at middle prices, whilst Tambalaks have changed hands in small deals at current rates and Ulu Pandans marked business in fair volume up to 95 cents on their recent interim dividend declaration.

Ulu Pisahs have somewhat quietened down from the recent activity, but Kerlings have changed hands in large volume at \$4 with further sellers at a shade lower, chiefly on fears of forced liquidation of a large deceased estate's holding in the near future. Kampong Kamuntangs published another excellent monthly return and should, we think, commend themselves to the attention of both investor and speculator alike.

President Wilson in a public appeal has urged citizens of the West not to take the law into their own hands in dealing with I. W. W. agitators and disturbances.

Additional War Credit.

Washington, July 14.—It is announced that an additional war credit of four billion dollars will be asked for soon from Congress.

SLEEPING IN THE STREET.

An Old Man and the Governor's Kindness.

A wizened old man charged two hefty women, at the Police Court this morning, with assaulting him at Wanchoi, and during the hearing some amazing evidence was given before Mr. A. Dyer Ball.

The old complainant stated that he had been moved out of his bed at the bottom of some stairs by the Sanitary Inspector overhauling the houses, and he talked the matter over with the two defendants, who said that they would not move out till they were told to do so by His Excellency the Governor. The conversation turned on the matter of a joss house, complainant saying that he had relatives who subscribed handsomely to the temple, but there were other people who would only give two cents for a joss-stick, though if anyone set a noose on fire and killed people, they could keep the joss-man's mouth tightly closed with a couple of dollars. The women then said that Governors were worse than the joss-men, because they squeezed them as much. Complainant replied that he did not know how they could say such a thing of a man who was so good and kind and who allowed them to sleep in the street. The women got angry as the discussion got warmer, and they knocked him down, his head striking the kerbstone, and he was stunned. One of them hit him with a bam-boo while he was on the ground. The defendants denied the assault, saying that it was complainant who had assaulted them. The parties were bound over to keep the peace.

AN AMERICAN COLLEGE TO AN ENGLISH UNIVERSITY.

Oxford, when I remembered thou hadst been

Two years engaged in this most holy war,

My heart with bitterness and shame was sore,

Because as yet I had not felt the keen

Sweet pain of sacrifice that others bore.

Now when I know that I performe must share

That sacrifice, it seems like death to say:

"Let it be so! What other bore, I bear."

Let them go forth, I would not have them stay."

They are so young—those men—

And life should hold

So much for them of work and love and mirth.

Yet God forbid that we should be less bold,

Less strong than thou to save a bloodstained earth.

What though our hearts are broken by the toll?

Their death shall save alive the Nation's soul.

—M. B. S. in the Spectator.

MILES ABOVE THE EARTH.

Combat to the Death at A Dazzling Height.

War Correspondents' Headquarters, May 30.—The recent lull in land fighting has had no effect whatever upon the British aerial offensive, which continues by day and by night with unrelenting doggedness and intensity. The past few days have witnessed some of the most desperate air battles of the entire war. By night under the stars our machines have flown far beyond the enemy barriers, and have dropped tons upon tons of high explosive bombs—always upon places of known military importance.

Some of the amazing battles by day have been fought in that strange thin air found at 18,000 feet, or more than three miles and a half, from the earth.

There was a recent duel in which a British pilot, having exhausted ammunition from both his machine-guns, managed to get close enough to his antagonist to shoot him down with a revolver. This unusual incident has served to recall the fact that when the war began in 1914 the only weapons our aerial pilots had were pistols and carbines. What a far cry to the armament of our latest fighting machines, with their heavy-calibre machine-guns, timed to spray steel-jacketed pellets of death through the whirling blades of propellers, or set upon swivel mountings which permit a play of fire in any direction.

Almost dreamlike are the dizzying altitudes at which many of the combats nowadays occur; I was discussing this at an aerodrome to-day when one pilot, reverting to the first flying efforts of the war, commented upon the fact that it took his 1914 model an hour and a quarter to climb to 6,000 feet.

"That is nothing," said one of his comrades. "The old bus I had in those days wouldn't reach 6,000 feet at all."

It is a sorry "bus" indeed to-day which fails to average a thousand feet a minute in upward climb.

A notable feature of the air fighting of the last ten days has been the tendency of German machines to break to pieces soon after being shot out of control. Ordinarily German machines have been remarked for their great stability and manoeuvring powers, but lately many of them have been seen to fly to pieces in mid-air, their wings breaking off and the whole structure collapsing. It is known that the British air offensive since April 1 has placed a heavy strain upon the enemy's aerial resources, and it is possible that the speed with which he has had to send machines to the Western front to replace the heavy losses suffered in the past 60 days may easily account for the frailty or faultiness so noticeable nowadays to our pilots. Numbers of aeroplanes have also been brought from the Eastern front, and there has been the same massing of air effectives opposite us as of guns and fighting divisions.

The toll of German machines destroyed by the mere boys of the Royal Flying Corps during May will mount up into the hundreds.

Full details of the marvellous fighting last Sunday show that a total of 30 German machines were brought down that day. Fifteen of these were actually seen to crash or to be hopelessly on fire. Fourteen were driven down entirely out of control, and are believed to have crashed, although some of the fighting took place so late in the evening that it was impossible to follow all the machines down through the gathering gloom to their death. One German fell a prey to the "Archies," whose paucity of victims is due largely to the fact that so few enemy machines venture over our lines.

One of Sunday's general melees between six British scouts, and eight Germans was as thrilling as any aerial battle ever fought. It was at close quarters throughout, so close, in fact, that wings scraped against wings, and the fighting pilots could look each other squarely in the eye. It was a duel of wits as well as machines, a greater part of time, and no sooner would a British pilot swoop upon the tail of one of the German machines than another German was on his tail. This German in turn almost immediately would have another British pilot pouring bursts of machine-gun bullets into him until at one time seven machines were following each other in headlong fashion toward the earth.

It was nearly 8 o'clock in the evening when the British offensive patrol of six machines sighted the eight Germans well over their own lines. The enemy machines were not keen for a fight and fled eastward. They were eventually overhauled, however, and brought to combat.

The captain in the leading British machine dived at the nearest German, but the latter turned sharply beneath him and escaped the first burst of fire. The captain then attacked another machine, which was just in front of him, and poured round after round into it at ranges shortening from 60 to 20 yards.

The hostile aircraft went down 4,000 ft. in a spin, then turned over and went right on down, completely out of control. Another hostile flier meanwhile had got on Captain A's machine, and, failing to shake him off, the captain, flattening out, looked around, and found the hostile machine still with him. Then he went into another spin, and was whirling rapidly towards the earth when the pursuing German was set upon from behind by Lieut. B—, who had followed him down.

"B" sat upon the hostile aircraft's tail and pounded him with heavy bursts of fire at close range, until the German went down falling over and over. Captain C—, who was also in the patrol, meantime had attacked two enemy planes that were in the downward procession started by Captain A. The first one of these soon cried "enough," and cleared away to the east. Having got on the second aircraft's tail the captain drove him down in a spin,

but later he seemed to fluten out, and, in the language of the corps, "was apparently all O.K."

C— was pretty close to the ground now, so he turned and climbed to 9,000 ft., where he attacked another German, and the two fought all the way down to 4,000 ft., when the German, with a riddled machine, went plunging downward to an inevitable crash.

Lieutenant D—, in this same little Sunday evening melee, had dived on a German and opened fire at 40 yards. The German spun downward for at least 2,000 ft., then flattered out.

He had suspected the sincerity of that spin, and had done a little spinning on his own; so when the German flattened, he dived at him again, sending him into a spin so genuine that it could not be questioned.

Another hostile aircraft, however, had got on D's tail while he was changing a drum on his machine-gun, and he had to do a spin of 1,000 feet to shake the German off. The latter followed rather bravely, and when D flattened he saw the German just above him, and used his gun to such good effect that Fritz went hurtling downward full 3,000 feet like a bit of paper in a gale. The light was too bad, however, to see him crash.

After this the remaining Germans made off for home, and the British patrol reformed without a single casualty.

The pilot who brought down a German recently with his revolver had already accounted for two machines that day—the best day's flying he had ever had.

Single-handed, and far over the German lines, he had attacked three enemy machines, one of which soon side-slipped into a crash. The second then went down and landed on its nose. The third machine of this formation seemed to land safely.

While he was looking down on his handiwork with a bit of pardonable pride our pilot was suddenly attacked by a German scout, and had turned to give battle when as bad luck would have it, his gun jammed.

He dived away, and letting the bus have her head for a moment, rectified the jam, returned and engaged the enemy.

The duel had not progressed very far when the British pilot realised that all his ammunition was gone. His fighting blood was up, however, and he did not purpose being deterred by a mere shortage of machine-gun cartridges so long as his automatic revolver was as yet untouched.

So by deft manoeuvring he managed to get up as close as possible, and fired seven rounds into the German, who went down, broke in the air, and crashed.—Daily Chronicle.

Committed for Trial.

Before Mr. A. Dyer Ball, at the Police Court this morning, the case was again heard in which a Chinese living at Yamutai is charged with throwing corrosive liquid on the head of a little girl who was playing with her sister outside a factory. A Chinese detective gave evidence of arrest, and defendant was committed for trial.

(By A. J. Dawson).

"Say, for example, that the people of America, the Republic North and South, or as I think, the peoples of Spain and Scandinavia, could spend a day in examining the country between Bapaume and Peronne, and could talk to the martyred French inhabitants of that area, I give you my word their loathing and horror

"Since I landed here I have heard one apologist say that perhaps the German armies should not be blamed. Their orders all come from above and have to be carried out. It is not true. The orders of their Higher Command have clearly been orders of civilised authorities could issue. But it is not to be supposed that they embraced thousands of individual acts of beastly defilement, the evidence of which I saw myself; nor yet the brutal individual acts of enslavement, savage debauchery, and crude thievesness, of which French eye-witnesses of unquestioned repute and veracity told me. The orders would hardly have included the stripping naked in a street market-place of men and women, in quest of hidden money; the theft of the flour provided for the French by the American Relief Commission, and the burning of their records and store-houses; the beating and imprisonment of French over 70 years of age for failing (in dark wintry weather) to recognise and salute a German subaltern; the deliberate fouling of altar places in churches; the burning of poor women's clothing; the theft and removal of furniture, instruments, pictures, hangings, carvings, and the like, and the smashing beyond repair of all interior fittings of beauty and value which could not be removed.

"But what does it matter, which outrages were ordered and which were not? The whole

The German in Turkey.

This is the basis of a mutual disagreement about the sacred dignity of the German officer. The next divergence of opinion occurs owing to the Turkish inability to appreciate the lex German morality with regard to wo-

Matters have been made worse by the return of hungry Turkish soldiers from Germany. They talk, and they tell what they have

FOR GOLFERS.

Most people who have followed the game closely for the past twenty years know that the rivalry between Mr. Hilton and the late Lieut. F G Tait was particularly keen. They met fairly often in various events, but for some strange reason their struggles

"Not at all," said Ball. "You've done the best thing in the world for yourself. You won't be able to part with that right thumb now." The lucky doctor went on, and showed uncommonly good form. And so his patient was brought to another soul.

In putting, the grip needs to be very delicate, and I do not suppose that anybody would try to putt in any other way. The drive is only a lengthening of the putting swing. It is not muscular power that makes the ball go a long way. It is the pecc of the club head, brought about by the swing, and you can work up that pecc better by holding lightly than by gripping like grim death. The wrists are more free and easy, and that means much. Notice how lightly a first-class billiard player holds his cue. A bad one generally clasps it strongly—sometimes in the palm of the hand instead of in the fingers. That is just the difference that is to be observed between good and bad golfers.

DAIRY FARM NEWS.



OUR BUTCHERY DEPARTMENT

CAN

Supply Suitable Provisions for your
TABLE.

SEND FOR OUR PRICE LIST.

A SPECIALITY

for

SHIPPERS AND SHIPPING.

WE PUT UP

CORNER BEEF AND PORK

IN KEGS OR CASKS

FOR EXPORT OR STEAMERS' USE.

SHARE REPORT.

COMPARATIVE SHARE QUOTATIONS.

S.—SELLERS; SA.—SALES; B.—BUYERS; N.—NOMINAL.

To-day's Closing Prices	STOCK.	Number of Shares	Par Value	Paid Up	1915. Highest	1915. Lowest	1916/7. Highest to Date	1916/7. Lowest to Date	Last Dividend and Date
	Banks.								
s. \$670	H.K. & Shanghai Banking Corp.	120,000	\$125	all	845	Sept.	785	May	820 670
	Marine Insurances.								
s. \$340	Canton Ins. Office, Ltd.	10,000	\$250	59	427	Sept.	340	Jan.	425 340
n. \$140	North China Ins. Co., Ltd.	10,000	\$15	25	180	April	145	Jap.	180 140
s. \$840	Union Ins. S'ty of C'lon, Ltd.	15,438	\$250	100	972	Aug.	760	Jan.	\$1005 \$830
b. ex 73 \$190	Yangtze Ins. Assoc. Ltd.	12,000	\$100	60	280	Dec.	200	Jan.	300 190
	Fire Insurances.								
b. \$143	China Fire Ins. Co., Ltd.	20,000	\$100	20	163	Aug.	127	April	168 143
n. \$325	H'kong Fire Ins. Co., Ltd.	8,000	\$250	50	420	Sept.	385	Jan.	420 325
	Shipping.								
n. \$85	Douglas Steamship Co., Ltd.	20,000	\$50	all	104	Dec.	28 1/2	Mar.	137 80
n. \$18	H'kong, C. & M.S.S. Co., Ltd.	80,000	\$15	all	23 1/2	May	19	Dec.	24 17
n. \$101 1/2	Indo-China (Combined Navigation Co., Ltd.)	60,000	\$5	all	172	Dec.	62 1/2	Jan.	190 140
s. \$40	Deferred Preferred	60,000	\$5	all	117	Dec.	80	Dec.	142 100
b. 120 1/2	Shell T'port & T'ing Co., Ltd.	3,797,610	\$1	all	68	Oct.	54	Aug.	55 40
	Petroleries.								
n. \$29	Star Ferry Company, Ltd.	40,000	\$10	all	94 1/2	June	75 1/2	Jan.	120 86 1/2
n. \$96	China S. Refining Co., Ltd.	20,000	\$100	all	39 1/2	Oct.	23	July	41 28
b. \$29	Malabon S. Refining Co., Ltd.	14,000	P. 30	all					
	Mining.								
b. 34 1/2	Kailan Mining Admin'tion	1,000,000	\$1	all					
n. \$2 1/2	Reub Australian Gold Mining Co., Ltd.	200,000	\$1	all	134 1/2	Sept.	80	Jan.	146 92
n. 25 1/2	Tronoh Mines Ltd.	160,000	\$1	all					
n. 32 1/2	Ural Caspians	796,666	\$1	all	35 1/2	April	30 1/2	Dec.	36 1/2 26 1/2
	Docks & Wharves.								
n. 168	Godown & G. Co., Ltd.	60,000	\$50	all	440	Mar.	240	Jan.	335 170
n. \$114	H.K. & W. D. Co., Ltd.	60,000	\$50	all	25 1/2	Dec.	32 1/2	Mar.	42 1/2 25 1/2
s. t. 93	Shanghai Dock & Eng. Co., Ltd.	55,700	\$100	all	43 1/2	April	25 1/2	Jan.	38 1/2 25 1/2
n. t. 73 1/2	Shanghai Dock & Eng. Co., Ltd.	36,000	\$100	all					
	Land, Hotels and Buildings.								
b. 498	H'kong Hotel Co., Ltd.	20,000	\$50	all	82	Oct.	65	April	90 67
b. 493	H'kong Land Investment Co.	50,000	\$100	all	90	Oct.	56	Mar.	135 78 1/2
n. \$62 1/2	H'byres Estate & F. Co., Ltd.	150,000	\$10	all	62 1/2	Sept.	49	July	55 59
n. \$33	H'byres Estate & F. Co., Ltd.	6,400	\$50	30	100	Dec.	10	April	93 70
sa. t. 80	Shanghai Lands	78,000	\$50	all					
n. \$72 1/2	West Point Building Co., Ltd.	1,500	\$50	all					
s. \$95	H'kong Central Estates	10,000	\$100	all	124	Feb.	108	Dec.	118 97
n. t. \$155	Ewo Cotton S. & W. Co., Ltd.	20,000	\$50	all	114	Jan.	103 1/2	Dec.	103 1/2 91
n. t. 145 1/2	Rung Yik	75,000	\$10	all	74	Jan.	6	July	7 1/2 6 1/2
n. t. 70	Leou Kung Mow	7,000	\$100	all	44	Jan.	40	Sept.	38 33
b. t. 123 1/2	Shanghai Cottons	40,000	\$50	all	57	Mar.	107	Dec.	107 80
	Miscellaneous.								
b. t. 530	Yangtzeopos	175,000	\$5	all	68 1/2	Mar.	77	Dec.	90 69
n. \$7	China P'oneo Company, Ltd.	60,000	\$10	all	103	Dec.	99	Jan.	103 93
sa. \$450	China Light Power Co., Ltd.	5,000	\$5	all	160	July	117	Jan.	167 130
n. \$790	China Light Power Co., Ltd.	5,000	\$1	all	161	July	117	Jan.	167 130
n. \$23	Diary Farm Company, Ltd.	60,000	\$7 1/2	all	161	July	117	Jan.	167 130
n. \$739	Green Island Cement Co., Ltd.	400,000	\$750	all	12	Jan.	81	Feb.	63 63
n. \$151	Hongkong Electric Co., Ltd.	60,000	\$10	all	125	Jan.	81	Feb.	63 63
b. \$27 1/2	Hongkong Ice Co., Ltd.	6,000	\$25	all	100	May	77	Jan.	125 81
n. \$640	Hongkong Rope Mfg. Co., Ltd.	60,000	\$10	all	62	Oct.	63 1/2	Dec.	63 4 1/2
b. 415	Langkate	250,000	G. \$10	all	11 1/2	Apr.	5 1/2	May	10 35
n. \$910	Peak Tramway Co., Ltd. (Old)	25,000	\$10	all	3 1/2	Mar.	35	Mar.	40 15
n. cts. 40	Do (New)	25,000	\$10	all	10 1/2	Mar.	9 30	June	10 25
b. \$340	Steam Laundry Co., Ltd.	20,000	\$5	all	1 1/2	Mar.	80	Oct.	90 90
n. \$13	Union Water-boat Co., Ltd.	27,723	\$7	all	4 1/2	Jan.	3	June	3 80
b. \$6	Watson and Co., Ltd.	90,000	\$10	all	18	Jan.	16	Dec.	17 13
n. \$650	William Powell, Limited	21,000	\$7	all	7 1/2	Mar.	6 50	Oct.	7 70
n. \$29	S. C. Morning Post	6,000	\$25	all	7 1/2	Mar.	6 50	Oct.	7 70
n. \$10	H'kong Steel Foundry Co., Ltd.	7,808	\$10	all	6 90	Aug.	6	Dec.	7 1/2 5 1/2

BENJAMIN & POTTS, Share and General Brokers, Princes Building, HONGKONG. Tel. address, Broker.

CORRECTED TO MOON, JULY 20, 1917. TELEPHONE NO. 1152.

ANY SUBSEQUENT ALTERATIONS WILL BE FOUND IN "UP TO THE MINUTE SHARE MARKET NEWS" THE TELEGRAPH DOES NOT HOLD ITSELF RESPONSIBLE FOR ANY OF THE ABOVE QUOTATIONS.

SHARE REPORT.

Meers, Benjamin and Potts, in their share report dated Friday, the 20th of July, 1917, state:—
 The volume of business put through in our local market since our last report of the 13th instant has been small. Prices for investment stocks have remained at about last week's level, while in the speculative section there has been a somewhat better demand for Docks and Deferred Indos, as foreshadowed last week. High exchange still remains an adverse factor in the market.
 The position in Shanghai is unchanged. There has been somewhat more enquiry for Cottons, and sales of Shanghai Cottons and Kungyiks are reported. The dividend of Tia. 9 announced last week by the Shanghai Dock Company does not appear to have satisfied shareholders, as this stock is weaker at the close, with more sellers than buyers in evidence.
 The Singapore rubber share market is slightly better and there has been somewhat more demand. Plantation rubber is firmer and comes through at 2/6 1/2, market steady.
BANKS.—Hongkong and Shanghai Banks are still on offer at \$870, with no business reported.
MARINE & FIRE INSURANCES.—With the exception of a small sale of Hongkong Fires at \$325, we have nothing fresh to report under this heading. Quotations remain the same as last week. Unions at \$340 and Canton at \$340, both sellers, whilst there are buyers of China Fires at \$143 and Yangtzes at Shanghai \$190 (Exch. 73). North Chinas at Tia. 140 and Hongkong Fires at \$325 are both nominal.
SHIPPING.—Douglases at \$85 are unchanged. Deferred Indos are nominal at \$101 1/2 after sales at slightly under this rate. Hongkong, Canton and Macao Steamboats are nominal at \$18, whilst a small lot of "Star" Ferries was done during the week at \$29.
REFINERIES.—China Sugars and Malabons remain unchanged at \$26 and \$29 respectively.
OILS & MINING.—Kailans are still in demand at 34 1/2 with no shares coming out. Langkates have been placed at Tia. 15. Rung at \$24 1/2, Tronchs at 25 1/2 and Ural Caspians at 32 1/2 are all nominal.

DOCKS & WHARVES.

Hongkong and Wharves Docks are nominal at \$114 with buyers offering slightly under this rate. Hongkong and Wharves have again been placed at \$80. Shanghai Docks are weaker at Tia. 93.

COTTON MILLS.

Shanghai Cottons have been sold to the North Tia. 123 and Tia. 124, and close firm at Tia. 124. Kungyiks are wanted at Tia. 144 and Yangtze apcos have buyers at Tia. 530. Ewos remain nominal at Tia. 155.

LANDS, HOTELS AND BUILDINGS.

No business is reported under this section except sales of Humphreys' Estates at \$6.25. Hongkong Lands are wanted at Tia. 83 and Hongkong Hotels have slightly improved to \$93 buyers. Central Estates are on offer at \$95 whilst Kowloon Lands at \$33 and West Points at \$72 are both nominal.

MISCELLANEOUS.

Green Island Cements are nominal at \$7.30. Dairy Farms have again been placed at \$23 and there have been sales of Steam Landries at \$3.40 and China Lights at \$4.50. Low Level Tramways at \$6.40, China Providents at \$7.98, Peak Tramways (Old) at \$9.10 and Union Waterboats at \$13 are all nominal. Ropes are better with buyers offering \$27 1/2 and Watsons are wanted at \$6.00. Powells have sellers at \$6.30.

FORWARD SETTLEMENT DAYS.

27th July (Friday), 29th August (Wednesday), 27th September (Thursday) and 29th October (Monday).

EXCHANGE.

The opening T. T. rate on London to day is 2/7 1/8, and on Singapore 110 1/2. The Bank's 3 d/s buying rate on Shanghai is 67 1/2.

NOTICES.

PEAK TRAMWAY CO. LIMITED.

TIME TABLE.

TO	FROM	EVERY 15 MIN.
10.00 A.M.	10.00 A.M.	10 MIN.
10.15 A.M.	10.15 A.M.	10 MIN.
10.30 A.M.	10.30 A.M.	10 MIN.
10.45 A.M.	10.45 A.M.	10 MIN.
11.00 A.M.	11.00 A.M.	10 MIN.
11.15 A.M.	11.15 A.M.	10 MIN.
11.30 A.M.	11.30 A.M.	10 MIN.
11.45 A.M.	11.45 A.M.	10 MIN.
12.00 P.M.	12.00 P.M.	10 MIN.
12.15 P.M.	12.15 P.M.	10 MIN.
12.30 P.M.	12.30 P.M.	10 MIN.
12.45 P.M.	12.45 P.M.	10 MIN.
1.00 P.M.	1.00 P.M.	10 MIN.
1.15 P.M.	1.15 P.M.	10 MIN.
1.30 P.M.	1.30 P.M.	10 MIN.
1.45 P.M.	1.45 P.M.	10 MIN.
2.00 P.M.	2.00 P.M.	10 MIN.
2.15 P.M.	2.15 P.M.	10 MIN.
2.30 P.M.	2.30 P.M.	10 MIN.
2.45 P.M.	2.45 P.M.	10 MIN.
3.00 P.M.	3.00 P.M.	10 MIN.
3.15 P.M.	3.15 P.M.	10 MIN.
3.30 P.M.	3.30 P.M.	10 MIN.
3.45 P.M.	3.45 P.M.	10 MIN.
4.00 P.M.	4.00 P.M.	10 MIN.
4.15 P.M.	4.15 P.M.	10 MIN.
4.30 P.M.	4.30 P.M.	10 MIN.
4.45 P.M.	4.45 P.M.	10 MIN.
5.00 P.M.	5.00 P.M.	10 MIN.
5.15 P.M.	5.15 P.M.	10 MIN.
5.30 P.M.	5.30 P.M.	10 MIN.
5.45 P.M.	5.45 P.M.	10 MIN.
6.00 P.M.	6.00 P.M.	10 MIN.

NIGHT CARS.

8.00 P.M. and 9.15 P.M. to 11.00 P.M. every half hour. 11.00 P.M. to 11.45 P.M. every quarter of an hour.

SUNDAYS.

TO	FROM	EVERY 15 MIN.
10.00 A.M.	10.00 A.M.	10 MIN.
10.15 A.M.	10.15 A.M.	10 MIN.
10.30 A.M.	10.30 A.M.	10 MIN.
10.45 A.M.	10.45 A.M.	10 MIN.
11.00 A.M.	11.00 A.M.	10 MIN.
11.15 A.M.	11.15 A.M.	10 MIN.
11.30 A.M.	11.30 A.M.	10 MIN.
11.45 A.M.	11.45 A.M.	10 MIN.
12.00 P.M.	12.00 P.M.	10 MIN.
12.15 P.M.	12.15 P.M.	10 MIN.
12.30 P.M.	12.30 P.M.	10 MIN.
12.45 P.M.	12.45 P.M.	10 MIN.
1.00 P.M.	1.00 P.M.	10 MIN.
1.15 P.M.	1.15 P.M.	10 MIN.
1.30 P.M.	1.30 P.M.	10 MIN.
1.45 P.M.	1.45 P.M.	10 MIN.
2.00 P.M.	2.00 P.M.	10 MIN.
2.15 P.M.	2.15 P.M.	10 MIN.
2.30 P.M.	2.30 P.M.	10 MIN.
2.45 P.M.	2.45 P.M.	10 MIN.
3.00 P.M.	3.00 P.M.	10 MIN.
3.15 P.M.	3.15 P.M.	10 MIN.
3.30 P.M.	3.30 P.M.	10 MIN.
3.45 P.M.	3.45 P.M.	10 MIN.
4.00 P.M.	4.00 P.M.	10 MIN.
4.15 P.M.	4.15 P.M.	10 MIN.
4.30 P.M.	4.30 P.M.	10 MIN.
4.45 P.M.	4.45 P.M.	10 MIN.
5.00 P.M.	5.00 P.M.	10 MIN.
5.15 P.M.	5.15 P.M.	10 MIN.
5.30 P.M.	5.30 P.M.	10 MIN.
5.45 P.M.	5.45 P.M.	10 MIN.
6.00 P.M.	6.00 P.M.	10 MIN.

NIGHT CARS ON WEEK DAYS.

SPECIAL CARS.

By Arrangement with the Company's Office. Alexander, Buildings, Des Voeux Road.

MARTIN'S APOLLO STEEL PILLS.

These pills are a most valuable remedy for all cases of indigestion, constipation, and other ailments of the stomach and bowels. They are made of pure steel and are most effective in all cases.

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RICHARDS.

Hongkong, Friday, 20th July, 1917.

SELLING.	BUYING.
T/T Demand 27 1/2	4 m/s. Marks Nom.
30 d/s 27 3/16	4 m/s. France 37 1/4
60 d/s 27 5/16	6 m/s. France 37 1/4
4 m/s. 27 7/16	Demand, Germany 6 1/2
T/T Shanghai 27 1/2	Demand, New York 6 1/2
T/T Singapore 110 1/2	T/T Bombay Nom.
T/T Japan 120 1/2	Demand, Bombay Nom.
T/T India 120 1/2	T/T Calcutta Nom.
Demand, India 120 1/2	Demand, Calcutta Nom.
T/T San Francisco 6 1/2	Demand, Manila 123 1/2
co & New York 6 1/2	Demand, Singapore 110 1/2
T/T Java 148 1/2	On Haiphong 4 1/2 prem.
T/T Manila 148 1/2	On Saigon 4 1/2 prem.
T/T France 148 1/2	On Bangkok 4 1/2 prem.
Demand, Paris 148 1/2	Sovereign 7 1/2 Nom.
	Gold Leaf, per oz. 44 80
	Bar Silver, per oz. 40 1/2

SUBSIDIARY COINS.

DISCOUNT PER 100:
 Chinese 20 cts. pieces 3 1/4 %
 Chinese 10 " 3 1/4 %
 Hongkong 20 cts. pieces par.
 Hongkong 10 " "

BANKS.</

ALWAYS ASK FOR IT.



The Standard Tobacco.

"CAPSTAN"

For Flavour. NAVY CUT For Quality.

IN MILD, MEDIUM & FULL STRENGTHS.

From All Tobacconists.

THIS ADVERTISEMENT IS ISSUED BY THE

BRITISH-AMERICAN TOBACCO CO., LTD.

POST OFFICE.

IMPORT PROHIBITIONS.

The public are informed that the undermentioned articles are prohibited from importation into the United Kingdom, either by letter post or by parcel post.

Gold manufactured or unmanufactured, including gold coin and articles consisting partly or containing gold; All manufactures of Silver other than silver watches and silver watch cases; Jewellery of any description.

Letters and Parcels containing such articles cannot therefore be accepted for transmission by the Post Office.

FRENCH PARCEL REGULATIONS.

The Public are informed that the new regulations adopted by the French Customs insist that senders of parcels addressed to France, Corsica and Algeria must fill in the columns of the regular Customs Declaration particularly and exactly, omitting none of the headings comprised therein.

It is furthermore absolutely necessary to show in the aforesaid declaration (1) The full name and address of the addressee (2) A statement as to whether the contents are intended for State supplies or not.

Particulars of outgoing and incoming Mails will not be advertised in future. The Post Office will forward all correspondence posted by the fastest routes.

Correspondence addressed to enemy subjects in China, Siam, Siberia and Portuguese East Africa, Persia and Morocco cannot be transmitted.

The Services to Germany, Austria, Bulgaria and the Ottoman Empire are suspended.

Uninsured parcels for the United Kingdom will in future be forwarded from Hongkong in bags and the Public are therefore advised to pack such parcels very carefully.

LOCAL AND REGULAR MAILS OUTWARD.

Tai O.—Week days, 5 p.m.

Tai Po.—Week days, 10 a.m.; Sundays, 9.30 a.m.

Cheung Chow.—Week days, 2 p.m.

Shantou, Shatin and Sheungshui.—Week days, 4 p.m.

Aberdeen, Antau, Ping Shan, Sai Kung, San Tin and Stanley.—Week days, 4.30 p.m.

Canton, Samahui and Wuchow.—Week days, 7.30 a.m.; Registration 5 p.m.; Letters 6 p.m.; Sundays, 5 p.m.

Macao.—Week days, 7.15 a.m.; 1.30 p.m.; Sundays, 9 a.m.

Kowloon.—Week days, 6 p.m.; Except Saturdays; Sundays, 5 p.m.

Namtau and Samai.—Week days, 5 p.m.; Sundays, 5 p.m.

Shamshun.—Week days, 10 a.m.; 4 p.m.; Sundays, 9 a.m.

FROM SHEUNGWAN WESTERN BRANCH P.O.

Macao.—Week days, 7.30 a.m.; 1.30 p.m.; Sundays, 9.30 a.m.; Holidays, 7.30 a.m.; 1.30 p.m.

Canton.—Week days, 7.30 a.m.; 9.30 a.m.; 1.30 p.m.; Holidays, 7.30 a.m.; 9.30 a.m.

Tai Ping Tung.—Week days, 9.30 p.m.; Sundays, 9.30 p.m.; Holidays, 9.30 p.m.

Shet Ai.—Week days, 5.30 p.m.; Sundays, 9.30 p.m.; Holidays, 9.30 p.m.

Kowloon.—Week days, 6 p.m.; Sundays, 5 p.m.; Holidays, 5 p.m.

Kumchuk.—Week days, 6 p.m.; Sundays, 5 p.m.; Holidays, 5 p.m.

Kaukung.—Week days, 6 p.m.; Except Saturdays; Sundays, 6 p.m.; Holidays, 6 p.m.

Remarkable Submarine Incident.

The *Rheinisch-Westfälische Zeitung* relates what it believes to be an unprecedented incident in naval warfare. It says that on April 19 in the Channel a German submarine, running submerged, rammed a British submarine, which was also under water. The British submarine rose to the surface, bringing with it the German submarine, which lay with her bow across the British vessel. The German submarine then glided off, and shortly afterwards both boats set their engines going and separated from each other. When they were 50 yards clear of one another the submarine lived, and the German saw the enemy no more.

WEATHER REPORT.

The Weather Report and Forecast for to-morrow will be found on a Second Extra.

On the 20th at 7.03—Signal lowered.

At 12.15—No returns from Japan or Indo-China. Pressure has decreased slightly over Formosa and the adjacent China Coast, and increased slightly to moderately elsewhere. At 6 a.m. this morning the typhoon was situated in Lat. 21° N. and Long. 116° E. approximately; it has recurred and is now moving N.N.W. wards.

Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inch. Total since January 1st, 44.33 inches against an average of 46.50 inches.

FORECAST FOR THE 24 HOURS ENDING AT NOON TO-MORROW

District	Forecast
1 Hongkong to Gap Rock	N.W. to W. winds, fresh; fair to cloudy, probably rain later.
2 Formosa Channel	Cyclonic gales.
3 South coast of China between H.K. and Lamook	The same as No. 2.
4 South coast of China between H.K. and Hainan	The same as No. 1.

China Coast Meteorological Register, July 20, a.m.

Station	Hour	Barometer	Temperature	Humidity	Wind	Direction	Force
Vostoek	6a	30.11	64	se	2		
Nemuro	5a						
Hakodate	5a						
Tokio	5a						
Kobe	5a						
Nagasaki	5a						
Kagami	5a						
Oshima	5a						
Naha	5a						
Ishijima	5a						
Sonin Is.	5a						
Wakwai	6a	29.96	72	se	2		
Hankow	5a						
Ichang	5a						
Yichang	5a						
Changsha	5a	29.84	75	se	2		
Shanghai	5a	29.86	75	116	se	2	
Guziaf	5a	29.69	80	89	se	2	
Sharp P.	5a	29.65	80	78	ne	4	
Amoy	5a						
Singao	5a	29.67	77	94	se	6	
Taihu	5a	29.66	73				
Taihu	5a	29.62	73				
Taihu	5a	29.62	73				
Kowloon	5a	29.63	77				
Fuzhou	5a	29.61	77				
Canton	5a	29.62	78	91	unw	1	
H'kong	5a	29.58	79	79	vaw	1	
Gap Rock	5a	29.57			nnw	4	
Macao	5a	29.58	77	88	nnw	2	
Wuchow	5a						
Fakhoi	5a						
Shanghai	5a						
Shanghai	5a						
C. St. J.	5a	29.67	75	85			0 0
Amoy	5a	29.74	75	98			0 0
Amoy	5a	29.75	75	91	sw		1 0
Taihu	5a	29.80	75	91			0 0
Singao	5a	29.67	77				0 0
C. am	5a	29.66	75				0 0
Lauwan	5a	29.72	78	91			2 0

C. W. JEFFRIES, Chief Assistant.

Hongkong Observatory, July 20, 1917.

1 Barometer, reduced to 32 degrees Fahrenheit on the level of the sea in inches, tenths and hundredths.

2 Temperature, in the shade, in degrees Fahrenheit.

3 Humidity, in percentage of saturation the humidity of air saturated with moisture being 100.

4 Direction of Wind, to two points.

5 Force of Wind, according to Beaufort Scale.

6 State of Weather, by blue sky, or detached clouds, or drizzling rain, or fog, or gloomy, or hail, or lightning, or overcast, or passing showers, or equally, or rain, or snow, or thunder, or visibility, or dew wet.

METEOROLOGICAL.

Previous	Day	On date	On date
Barometer	29.50	29.58	29.53
Temperature	85	79	89
Humidity	66	79	66
Wind Direction	E. W.S.W.	W.	W.
Force	4	1	4
Weather	0	0	0
Rain	0.00	0.00	0.00
Highest open air Temperature	85	79	89
Lowest	66	79	66

H.K. Observatory, July 20, 1917.

T. F. CLAXTON, Director.

TIDE TABLE.

From 16th July to 22nd July.

High Water	Low Water	High Water	Low Water
Mean Time	Mean Time	Mean Time	Mean Time
Mon. 16	11.0	11.0	11.0
Tues. 17	10.5	10.5	10.5
Wed. 18	10.0	10.0	10.0
Thurs. 19	9.5	9.5	9.5
Fri. 20	9.0	9.0	9.0
Sat. 21	8.5	8.5	8.5
Sun. 22	8.0	8.0	8.0

ENTERTAINMENTS.

VICTORIA THEATRE.

FOR 8 NIGHTS ONLY.

Commencing TO-NIGHT (Saturday) July 21st at 9.15 p.m.

M. S. COWAN PRESENTS

THE CAMEOS
THE CAMEOS
THE CAMEOS

9 STAR ARTISTES 9

Direct from the world's Leading Theatres. Presenting an unique musical & dramatic performance.

TO-NIGHT! TO-NIGHT!!
COMPLETE CHANGE OF PROGRAMME
NIGHTLY.

Justly acknowledged by Press and Public to be in every sense the most Picturesque, Artistic, Natural, Mirthful, and Refined Organisation now touring the World.

Booking at MOUTRIE'S.

PRICES: \$3.00, \$2.00 & \$1.00.

Soldiers and Sailors admitted to Pit at half price.

Patrons are requested to be seated at 9.15 as the Cameos' Opening curtain rises in total darkness.

VICTORIA THEATRE.

Saturday, 21st July,

AND

FOR EIGHT NIGHTS ONLY

"THE CAMEOS"

IN A

SPECIAL PROGRAMME

BOOKING AT MOUTRIE'S.

Sunday, 22nd July,

PICTURES ONLY

FEATURING "JACK O' DIAMONDS"

IN 6 PARTS.

BIJOU THEATRE.

The Cosiest Theatre in Hongkong.

TO-NIGHT! TO-NIGHT!!

LIBERTY

11th and 12th Episodes, entitled:—

"THE DAUGHTER OF MARS." "FOR THE FLAG."

COMICS:—"AN ELECTRIC LAUNDRY."

"GET OUT AND GET UNDER."

"COLONEL HEEZA LIAR SIGNS A PLEDGE."

HONGKONG THEATRE.

(OLD LAND OFFICE BUILDING).

Commencing SATURDAY, 21st July.

Showing:—Two Powerful Dramas:

THE BROKEN FAITH. (4 parts.)

and

THE PASSING OF DIANA. (2 parts.)

also—COMICS.

EVERY SUNDAY NIGHT IS BAND NIGHT.

Printed and Published for the Proprietor, by George William Gade, Barnett at 11, Lee Hock Street, in the City of Hong Kong.

PUBLIC AUCTIONS.

GEO. P. LAMMERT.

AUCTIONEER, APPRAISER
AND SURVEYOR.

THE Undersigned has received instructions from Mr. H. T. Richardson to sell by Public Auction on

MONDAY, the 23rd July, 1917.

commencing at 2.30 p.m. at No. 15 Knutsford Terrace Kowloon.

A Large Quantity of Valuable Household Furniture.

Comprising:—

Tapestry covered drawing room suite, teak sideboard, dinner wagon, dining chairs, pile and stair carpets, glass and crockery ware, teak ice chest, etc., etc. Teak twin bedsteads, iron bedstead, teak wardrobe, washstands and toilet tables, toilet crockery, bathroom and pantry requisites.

Also

1 Billiard dining table with accessories.

And

1 Upright grand piano by Heilmann & Co., Toronto (in good condition).

On view from Sunday, the 22nd instant.

Catalogues will be issued. Terms:—Cash on delivery.

GEO. P. LAMMERT, Auctioneer.

THE Undersigned has received instructions to sell by Public Auction on

FRIDAY, the 27th July, 1917, commencing at 11 a.m.

at No. 1 Ashley Road (ground floor), Kowloon.

A Quantity of Valuable Household Furniture.

Also

1 American Ice Chest. On view from Thursday, the 26th inst.

Catalogues will be issued. Terms:—Cash on delivery.

GEO. P. LAMMERT, Auctioneer.

PUBLIC AUCTIONS.

THE Undersigned has received instructions to sell by Public Auction on

SATURDAY, the 28th July, 1917,

commencing at 11 a.m. at No. 15 Cameron Terrace, Kowloon.

A Quantity of Valuable Household Furniture.

Also

1 American Ice Chest. On view from Friday, the 28th inst.

Catalogues will be issued. Terms:—Cash on delivery.

GEO. P. LAMMERT, Auctioneer.

THE Undersigned has received instructions from the Liquidators of Messrs. Jensen & Co. in pursuance of an order of the Hongkong Government, to sell by public auction at 12 o'clock (NOON) on TUESDAY the 31st day of July, 1917, at his sales rooms, Duddell Street.

THE VALUABLE LEASEHOLD PROPERTY situate at The Peak, Hongkong and being Rural Building Lot No. 19.

In One Lot.

The property consists of:—The piece or parcel of ground and premises known as "Lysholt," 104 The Peak, situate near Mount Gough in the Colony of Hongkong with an area of 124,032 square feet and registered in the Land Offices as Rural Building Lot No. 19.

The lot is held for the unexpired residue of a term of 75 years created therein by an indenture of Crown Lease dated the 23rd day of April, 1896.

The Annual Crown Rent is \$85.00.

The further particulars and conditions of sale apply to Messrs. Wilkinson & Grist, Solicitors for the Liquidators or to the undersigned.

GEO. P. LAMMERT, Auctioneer.

FOR SALE.

MOTOR CARS, MOTOR CARS 1917 Overland Touring Cars, 6 Cylinder, 7 Seater.

GEO. P. LAMMERT, Duddell Street.

Hongkong, 18th February, 1917.

NOTICES.

COMMERCIAL UNION ASSURANCE COMPANY, LIMITED.

FROM this date until further notice MR. GEORGE FREDRICK DUMBARION has been appointed Acting Local Manager of the Hongkong Branch of this Company.

W. H. TRENCHARD DAVIS, Manager for China, Hongkong, 16th July, 1917.

ASAHI BEER.



ASAHI BEER
DAI NIPPON BREWERY COMPANY LIMITED
Mitsui Bussan Kaisha